

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, March 11, 2014 at 5:30 p.m. at the ***old Blaine County Courthouse Meeting Room, Hailey, Idaho***. The proposed agenda for the meeting is as follows:

**AGENDA
March 11, 2014**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. February 11, 2014 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Airport Weather Interruptions
 - F. FMAA Special Meeting March 20, 2014 – Attachment #6
 - G. Employee of the 4th Quarter, 2013 – Attachment #7
 - H. FAA Part 139 Inspection
- VI. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Formulation
 - Airport Layout Plan DISCUSS/DIRECT/ACTION
 - Capital Improvement Program (CIP) – Attachment #8 DISCUSS/DIRECT
 - ii. Project 1 Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements DISCUSS/DIRECT
 - iii. Project 2 Relocate/Extend Taxiway B and Runway Safety Area Grading DISCUSS/DIRECT
 - iv. Project 3 Terminal Reconfiguration SOW DISCUSS/DIRECT/ACTION
 - v. Project 4 Airport Operations Building SOW DISCUSS/DIRECT/ACTION
 - vi. Project 5 Terminal Apron Reconstruction/Site Preparations – Attachment #9 DISCUSS/DIRECT
 - vii. Facility Acquisitions DISCUSS/DIRECT
 - viii. Runway Safety Area Implementation/FY '14 Grant Application (AIP '40) – Attachment #10 DISCUSS DIRECT/ACTION
 - b. Master Plan SOW DISCUSSION
 - c. Retain/Improve/Develop Air Service
 - i. Fly Sun Valley Alliance Update – Attachments #11, #12 DISCUSS/DIRECT
- VII. PUBLIC COMMENT**
- VIII. EXECUTIVE SESSION – I.C. §67- 2345**
- IX. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO P.O. BOX 929, HAILEY, IDAHO 83333.

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

A. February 11, 2014 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

D. Airport Manager Report

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT DESCRIPTION | ACTION TAKEN |
|---------------|------|---------|------------------|-------------------------|--|
| Lwr Brdfrd | 2/13 | 11:45 p | Jet | Late departure | This aircraft was identified. A letter was sent, regarding FMA Vol. Noise Abatement Program. Caller was notified. |
| Chantrelle | 2/16 | 0445 | Twin Turbine | Early Arrival | This was a Life Flight operation. Caller was notified. |
| China Gardens | 2/18 | 12:16 p | Stage II Jet | Loud Departure | This was a Stage II jet operating normally and within FMA guidance. Caller was notified and also informed of the Stage II jet prohibition in the U.S., effective Dec 31, 2015. |
| Hailey | 3/2 | 8:35 p | Single Turbine | Low arrival from north | This aircraft was identified. Letter sent. |

B. Parking Lot Update

The Car Park Gross/Net Revenues

| Month | FY 2012 Gross | FY 2012 Net | FY 2013 Gross | FY 2013 Net | FY 2014 Gross | FY 2014 Net |
|---------|------------------|----------------|------------------|----------------|------------------|----------------|
| January | \$14,614.35 | \$5,585.85 | \$14,779.00 | \$5,732.02 | \$19,257.00 | \$9,251.62 |

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2013 ATCT Traffic Operations data comparison by month. Attachment #4 is 2013 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

December 2012/2013

| | | |
|--|----------------------|---------------|
| Total Non-Federal Revenue | December, 2013 | \$172,587.06 |
| *Total Non-Federal Revenue | December, 2012 | \$192,165.32 |
| Total Non-Federal Revenue | FY '14 thru December | \$500,561.40 |
| Total Non-Federal Revenue | FY '13 thru December | \$502,912.13 |
| Total Non-Federal Expenses | December, 2013 | \$166,712.03 |
| Total Non-Federal Expenses | December, 2012 | \$144,807.96 |
| Total Non-Federal Expenses | FY '14 thru December | \$609,184.66 |
| Total Non-Federal Expenses | FY '13 thru December | \$553,881.53 |
| Net Income to include Federal Programs | FY '14 thru December | \$-483,347.27 |
| Net Income to include Federal Programs | FY '13 thru December | \$-343,397.18 |

*2012 Revenue includes sale of John Deere Loader \$30,000

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Weather Interruptions

| <u>Airline</u> | <u>February, 2014</u> | |
|----------------|-----------------------------|--------------------------|
| | <u>Flight Cancellations</u> | <u>Flight Diversions</u> |
| Horizon Air | 1-wx 1-mech | 12 |
| Delta | | 18 |
| United Express | 1-wx in SFO | 12 |

F. FMAA Special Meeting March 20, 2014 – Attachment #6

A special meeting is scheduled for Thursday, March 20, 2014 at 10:00 a.m. to review and accept engineer recommendations for contract award, to the apparent lowest responsive bidder for the Runway Safety Area, Project 2.

G. Employee of the 4th Quarter, 2013 – Attachment #7

Mr. Todd Emerick, Friedman Memorial Airport ARFF/Ops Officer, was selected as the Employee of the 4th Quarter, 2013. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Todd has worked for Friedman Memorial Airport since October 1, 1995. His responsibilities include facilities maintenance and oversight; however he is specifically being recognized for coordinating tremendous effort in the terminal to prepare for non-stop jet service to San Francisco and to Salt Lake City. It is a pleasure to have Todd as part of the Friedman Memorial Airport Team and to announce his nomination and selection as Employee of the Quarter.

H. FAA Part 139 Inspection

The Airport underwent its annual FAR 139 inspection by the FAA on February 26-27. We are pleased to report that items reviewed - the physical airfield, fuel facilities and equipment, ARFF capability, training and all records documentation were found to be without defect or in need of correction.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Formulation

- Airport Layout Plan: We are still waiting for FAA approval of the updated ALP drawing set.
- Capital Improvement Program (CIP) – Attachment #8

The CIP has been revised as discussed at the February meeting. The revised CIP document is included at Attachment #8. This information has been forwarded to the FAA for their review, as the information was pertinent to ongoing grant timing discussions. Board approval of the revised CIP is requested.

BOARD ACTION: 1. Discuss/Direct/Approve revised CIP

ii. Project 1 – Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements

Project 1 is currently in “winter shutdown” and work is scheduled to restart in April, when weather permits. Remaining tasks include grading and construction of the pavement section for the new taxilane and reconstruction of the taxilanes between the hangars, along with fence, gate and road improvements. Work that impacts hangar owners and other operational areas is scheduled to be completed during the airfield closure. Airport Manager and T-O met with a number of the hangar owners on February 26, to discuss the project. Several of

the hangar associations have expressed an interest in repaving the access to their hangars between the limits of our project and the hangar doors. The hangar associations will negotiate and pay for this work with Knife River, separate from the AIP project.

BOARD ACTION: 1. Discuss/Direct

iii. **Project 2 – Relocate/Extend Taxiway B and Runway Safety Area Grading**

The pre-bid conference for this project was held on February 26. Significant interest was shown by the contractors, with five of the six pre-qualified contractors attending, plus a number of key subcontractors. Bids are due on March 13, at 2:00 pm, and will be reviewed before the Board's planned March 20 special meeting. Assuming an award is made at that meeting, the pre-construction conference will be held on April 2, with work starting when the airfield closes on April 28.

BOARD ACTION: 1. Discuss/Direct

iv. **Project 3 Terminal Reconfiguration SOW**

Progress on this project continues, while the fee negotiations process moves forward. The Airport Manager will provide an update on the status of fee negotiations. Preliminary project tasks are under way, including a site visit by members of the Mead & Hunt team this week, in order to evaluate the existing terminal building.

BOARD ACTION: 1. Discuss/Direct/Approve fee, if negotiations are complete

v. **Project 4 Airport Operations Building SOW**

As with Project 3, progress continues to be made while the fee negotiations process moves forward. The Airport Manager will provide an update on the status of fee negotiations. Preliminary tasks under way include further evaluations of the floor plan for the building and preliminary site planning.

BOARD ACTION: 1. Discuss/Direct/Approve fee, if negotiations are complete

vi. **Project 5 Terminal Apron Reconstruction/Site Preparation – Attachment #9**

As discussed at the February meeting, Project 5 includes reconstruction of the terminal apron, plus site preparation for the terminal addition, airport operations building and the north taxi lane/apron/hangar complex. A draft Scope of Work has been prepared by T-O and is included as Attachment #9. Upon approval of the Scope, Staff will proceed with the negotiation and Independent Fee Estimate process for this project and the Board should anticipate seeing project fees at the April meeting.

BOARD ACTION: 1. Discuss/Direct/Approve Scope of Work and direct Staff to proceed with negotiation

vii. Facility Acquisitions

Initial appraisals for the hangars and Forest Service Helitack facility have been received and reviewed. Review appraisals are underway and should be completed by mid-March. Following the review appraisals, Staff and legal counsel will move forward with negotiations, with some assistance from T-O.

BOARD ACTION: 1. Discuss/Direct

viii. Runway Safety Area Implementation/FY '14 Grant Application (AIP '40) – Attachment #10

A grant application has been prepared for all of the planned FY 2014 projects, including Projects 2, 3, 4 and 5, along with the facility acquisitions. A partial copy of the grant application (Standard Form – 424) is included as Attachment #10. Instructions, Grant Assurances, and a list of Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects are included in the electronic copy. The total value of the AIP-eligible portions of these projects is estimated to be \$24 million, with a federal share of approximately \$22.5 million and an airport share of approximately \$1.5 million. Staff requests authorization to proceed with processing the application and to seek appropriate City and County resolutions to accept the grant offer, when it is received.

BOARD ACTION: 1. Discuss/Direct/Approve processing grant application and proceeding with the grant acceptance process with both sponsors.

b. Master Plan Scope Of Work

As you know, last month, action regarding the Master Plan Scope of Work (SOW) was deferred until the City of Hailey had an opportunity to review the document. Some Board members also commented it would be helpful if consideration of the SOW was deferred until the consultant team had an opportunity to discuss Master Planning and this particular SOW in a City of Hailey meeting. Airport Staff is therefore planning to present the SOW to the Board during the April regular Board meeting, presuming that the City of Hailey schedules a meeting to accommodate an Airport Master Planning discussion on April 7th. The draft Master Plan SOW is attached for information purposes only.

BOARD ACTION: 1. Discussion

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update – Attachments #11, #12

Attachment #11 is the January 16, 2014 Fly Sun Valley Alliance Meeting Minutes. Attachment #12 is the February 20, 2014 Fly Sun Valley Alliance Meeting Agenda. This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

VII. PUBLIC COMMENT

VIII. EXECUTIVE SESSION - I.C. §67- 2345

IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING ATTACHMENT #1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**February 11, 2014
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Fritz Haemmerle, Don Keirn, Jacob Greenberg
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator – April Dieter
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
CONSULTANTS: T-O Engineers – Dave Mitchell, R/L/B – Nicholas Latham, Michael Bulls; Mead & Hunt – Scott Cary, Mark McFarland
AIRPORT TENANTS/PUBLIC: City of Hailey – Pat Cooley; Donna Serrano, Marc Reinemann, Julie Lawson, Glass Cockpit Aviation – John Strauss; FSVA – Dick Fenton

CALL TO ORDER:

The meeting was called to order at 5:32 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. OATH OF OFFICE

A. Independent Board Member

Board Member Haemmerle administered the Friedman Memorial Airport Authority Oath of Office to Independent Board Member, Ronald Fairfax.

III. PUBLIC COMMENT

No public comment was made.

**IV. APPROVE FMAA
MEETING MINUTES**

A. December 18, 2013 Special Meeting (See Brief)

The December 18, 2013 Friedman Memorial Airport Authority Meeting Minutes were approved with the following changes:

III. NEW BUSINESS

A. Review Pre-Qualification Applications from Prime Contractors for Construction Projects at Friedman Memorial Airport

The Board discussed the motion and the majority agreed that Knife River has worked well with Airport Contractors and Staff in the past and performed well on the last project they completed for the Airport. Board Member Haemmerle did not agree with the majority on this matter.

MOTION:

Made by Board Member McCleary to approve the December 18, 2013 Friedman Memorial Airport Authority Special Meeting Minutes as amended. Seconded by Vice-Chairman McBryant.

PASSED UNANIMOUSLY

A. January 7, 2014 Regular Meeting (See Brief)

The January 7, 2014 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION:

Made by Board Member Haemmerle to approve the January 7, 2014 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Chairman Fairfax congratulated Airport Staff, Fly Sun Valley Alliance, and Sun Valley Company for receiving the Small Community Air Service Development Grant and the announcement of the new Denver service scheduled to begin in July.

B. Blaine County Report

Board Member Schoen reported that it was a pleasure to take part in the first meeting of the Air Service Board.

C. City of Hailey Report

No report was given.

D. Airport Manager Report

Airport Operations Chief Pete Kramer introduced Liam Pincus to the Board. He reported that Mr. Pincus is a high school student from Washington D.C. who is currently interning at the Airport to learn about airport operations and aviation.

Airport Manager Baird reported that he attended the United States Contract Tower Association (USCTA) meeting in Charleston, South Carolina and learned that the Contract Tower Program is fully funded to the end of September and the USCTA Policy Board is already working on funding for 2015. He also reported that the Airport will be hosting a meeting in February for all Airport Tenants to discuss the Runway Safety Area (RSA) project implementation and upcoming Airport closure.

Airport Manager Baird briefed the Board on the upcoming flight schedule for the Airport; air service will include non-stop flights to/from Salt Lake City, Los Angeles, Seattle, San Francisco, and Denver.

Vice-Chairman McBryant asked if Airport Manager Baird has received any negative comments regarding the use of regional jets at the Airport.

Airport Manager Baird answered that most feedback has been positive and people are thrilled to be flying on regional jets to/from the Airport. He commented that he has begun receiving positive reports regarding airfare.

E. Communications Director Report

Airport Manager Baird reported that the January Coffee Talk and Airport Tour were both well attended. He reported that a new "Check Sun Fares First" campaign continues to be developed, as well as a new radio advertisement campaign.

Board Member Schoen asked if charter service is growing at the Airport.

Airport Manager Baird answered that Mountain Aviation has started a new charter service at the Airport and he will know the success of the service once the first activity report is received. He commented that corporate aviation is slowly recovering; however, it will take a significant amount of time for the small general aviation community to recover.

VI. AIRPORT STAFF BRIEF

- A. Noise Complaints (See Brief)**
- B. Parking Lot Update (See Brief)**
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**
- D. Review Correspondence (See Brief)**
- E. Airport Weather Interruptions (See Brief)**
- F. Administrative Brief (See Brief)**

VII. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Formulation (See Brief)

T-O Engineer Dave Mitchell updated the Board on the current status of the RSA Formulation Project.

The Board discussed technical aspects of Engineer Mitchell's presentation, including Capital Improvement Program (CIP) revisions made since the January Board Meeting, whether or not the construction schedule will be affected by grant availability, and the affect the revisions have on the cash flow schedule.

ii. Project 2 Relocate/Extend Taxiway B and Runway Safety Area (RSA) Grading

Engineer Mitchell updated the Board on the current status of Project 2 of the RSA Improvements Project.

iii. Project 3 Terminal Reconfiguration Scope of Work (SOW) (See Brief)

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.

Airport Manager Baird requested Board approval of the Terminal Reconfiguration Project proposed fee, not to exceed \$1,259,979, along with authorization to complete negotiations, subject to FAA and Legal Counsel review.

Vice-Chairman McBryant commented that while she supports the project, the Wood River Valley needs to be aware that it is the residents of the City of Hailey who will be impacted by the daily extended hours of construction.

The Board discussed technical aspects of the Terminal Reconfiguration SOW, including further revisions to Task 1 of the SOW and the reasonableness of the CADD technician cost.

MOTION: *Made by Board Member Schoen to approve the revised Terminal Reconfiguration Project Scope of Work and fee, not to exceed \$1,259,979, and direct Staff to proceed with negotiations, subject to FAA, Staff, and Legal Counsel review. Seconded by Board Member McCleary.*

PASSED UNANIMOUSLY

iv. Project 4 Airport Operations Building SOW (See Brief)

Airport Manager Baird requested Board approval of the Airport Operations Building SOW and proposed fee, not to exceed \$536,810, along with authorization to complete negotiations, subject to FAA and Legal Counsel review.

MOTION: *Made by Board Member Schoen to approve the revised Airport Operations Building Project Scope of Work and fee, not to exceed \$536,810, and direct Staff to proceed with negotiations, subject to FAA, Staff, and Legal Counsel review. Seconded by Vice-Chairman McBryant.*

PASSED UNANIMOUSLY

v. Project 5 Terminal Apron Reconstruction/Site Preparations

Engineer Mitchell updated the Board on the current status of Project 5 of the RSA Improvements Project.

The Board discussed the impact Project 5 will have on parking lot operations and whether or not a parking lot expansion would be AIP-eligible.

vi. Hangar Acquisition

Engineer Mitchell updated the Board on the current status of the Hangar Acquisition Project.

b. Master Plan SOW (See Brief)

Mead & Hunt representative Mark McFarland updated the Board on the current development status of the Master Plan Scope of Work.

The Board discussed technical aspects of the Master Plan SOW, including whether or not the site selection process will be politically constrained in the initial evaluation, the assurance that all sites that could physically meet criteria for an Airport will be examined, and clarification of language in the SOW relating to financial management.

Vice-Chairman McBryant commented that the Board should continue to include existing condition changes when projections for a potential future site are evaluated.

Chairman Fairfax opened the discussion for public comment.

Dick Fenton commented on technical aspects of the Master Plan SOW including potential funding sources for the aviation activity forecast, whether or not the Category I criteria for the site selection process could be modified for certain sites with the help of advanced landing technology, the operating feasibility of a relocated airport, and the necessity to reevaluate the Master Plan at least every five years.

City of Hailey Councilmember Pat Cooley commented that the City of Hailey would welcome the airport consultants to attend a council meeting and share this information with the citizens of Hailey.

The Board discussed whether or not to approve the Master Plan SOW and agreed to postpone the approval of the SOW until the April Board Meeting so that the Hailey City Council can have the opportunity to review the document and receive a presentation from airport consultants.

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Report

Dick Fenton reported that FSVA will be presenting their Fiscal Year 2014 Financial Plan to the Air Service Board on February 13th. He reported that they will also begin developing financial plans for Fiscal Years 2015 and 2016.

ii. Small Community Air Service Development Program Grant (See Brief)

VIII. NEW BUSINESS

A. March, April, May 2014 FMAA Meeting Dates

The Board discussed the meeting date schedule for March, April, and May and agreed to the following dates:

- March 11, 2014
- April 8, 2014
- May 6, 2014

Board Member McBryant commented that Board Member Keirn does not support the rescheduling regular meeting date and would prefer that they remain unchanged.

MOTION:

Made by Board Member Schoen to schedule the March and April FMAA Board Meeting dates for March 11, 2014 and April 8, 2014. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

IX. PUBLIC COMMENT

No public comment was made.

X. ADJOURNMENT

The February 11, 2014 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:29 p.m.

Lawrence Schoen, Secretary

Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| Ordinary Income/Expense | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|--------------|------------|----------------|-------------|
| Income | | | | |
| 4000-00 · AIRCARRIER | | | | |
| 4000-01 · Aircarrier - Lease Space | 21,130.11 | 84,600.00 | -63,469.89 | 25.0% |
| 4000-02 · Aircarrier - Landing Fees | 14,439.53 | 101,200.00 | -86,760.47 | 14.3% |
| 4000-03 · Aircarrier - Gate Fees | 300.00 | 1,200.00 | -900.00 | 25.0% |
| 4000-04 · Aircarrier - Utility Fees | 4,105.04 | 7,600.00 | -3,494.96 | 54.0% |
| 4010-05 · Aircarrier -'11 PFC Application | 0.00 | 216,000.00 | -216,000.00 | 0.0% |
| 4010-06 · Aircarrier - '12 PFC App | 49,359.52 | | | |
| Total 4000-00 · AIRCARRIER | 89,334.20 | 410,600.00 | -321,265.80 | 21.8% |
| 4020-00 · TERMINAL AUTO PARKING REVENUE | | | | |
| 4020-01 · Automobile Parking - Terminal | 19,171.06 | 80,000.00 | -60,828.94 | 24.0% |
| Total 4020-00 · TERMINAL AUTO PARKING REVENUE | 19,171.06 | 80,000.00 | -60,828.94 | 24.0% |
| 4030-00 · AUTO RENTAL REVENUE | | | | |
| 4030-01 · Automobile Rental - Commission | 61,917.17 | 350,000.00 | -288,082.83 | 17.7% |
| 4030-02 · Automobile Rental - Counter | 2,800.76 | 7,500.00 | -4,699.24 | 37.3% |
| 4030-03 · Automobile Rental - Auto Prkng | 20,890.00 | 29,100.00 | -8,210.00 | 71.8% |
| 4030-04 · Automobile Rental - Utilities | 286.77 | 400.00 | -113.23 | 71.7% |
| 4030-05 · Automobile Rental - Off. Airt. | 666.51 | 25,000.00 | -24,333.49 | 2.7% |
| 4030-00 · AUTO RENTAL REVENUE - Other | 2,430.00 | | | |
| Total 4030-00 · AUTO RENTAL REVENUE | 88,991.21 | 412,000.00 | -323,008.79 | 21.6% |
| 4040-00 · TERMINAL CONCESSION REVENUE | | | | |
| 4040-01 · Terminal Shops - Commission | 0.00 | 1,200.00 | -1,200.00 | 0.0% |
| 4040-02 · Terminal Shops - Lease Space | 654.48 | 6,120.00 | -5,465.52 | 10.7% |
| 4040-03 · Terminal Shops - Utility Fees | 53.08 | 600.00 | -546.92 | 8.8% |
| 4040-10 · Advertising - Commission | 7,101.25 | 35,000.00 | -27,898.75 | 20.3% |
| 4040-11 · Vending Machines - Commission | 1,209.28 | | | |
| 4040-12 · Terminal ATM | 17.20 | | | |
| Total 4040-00 · TERMINAL CONCESSION REVENUE | 9,035.29 | 42,920.00 | -33,884.71 | 21.1% |
| 4050-00 · FBO REVENUE | | | | |
| 4050-01 · FBO - Lease Space | 52,237.79 | 230,000.00 | -177,762.21 | 22.7% |
| 4050-02 · FBO - Tiedown Fees | 32,571.57 | 312,500.00 | -279,928.43 | 10.5% |
| 4050-03 · FBO - Landing Fees - Trans. | 47,099.29 | 287,500.00 | -240,400.71 | 16.4% |
| 4050-04 · FBO - Commission | 3,583.89 | 20,000.00 | -16,416.11 | 17.9% |
| Total 4050-00 · FBO REVENUE | 135,492.54 | 850,000.00 | -714,507.46 | 15.9% |
| 4060-00 · FUEL FLOWAGE REVENUE | | | | |
| 4060-01 · Fuel Flowage - FBO | 35,674.60 | 200,000.00 | -164,325.40 | 17.8% |
| Total 4060-00 · FUEL FLOWAGE REVENUE | 35,674.60 | 200,000.00 | -164,325.40 | 17.8% |

ATTACHMENT #2

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|--------------|------------|----------------|-------------|
| 4070-00 · TRANSIENT LANDING FEES REVENUE | | | | |
| 4070-02 · Landing Fees - Non-Comm./Gov't | 306.48 | 500.00 | -193.52 | 61.3% |
| Total 4070-00 · TRANSIENT LANDING FEES REVENUE | 306.48 | 500.00 | -193.52 | 61.3% |
| 4080-00 · HANGARS REVENUE | | | | |
| 4080-01 · Land Lease - Hangar | 118,266.44 | 495,000.00 | -376,733.56 | 23.9% |
| 4080-02 · Land Lease - Hangar/Trans. Fee | 940.40 | | | |
| 4080-03 · Land Lease - Hangar/Utilities | 421.61 | 1,400.00 | -978.39 | 30.1% |
| 4080-20 · Land Lease - Government Revenue | 1,731.73 | 7,150.00 | -5,418.27 | 24.2% |
| Total 4080-00 · HANGARS REVENUE | 121,360.18 | 503,550.00 | -382,189.82 | 24.1% |
| 4090-00 · TIEDOWN PERMIT FEES REVENUE | | | | |
| 4090-01 · Tiedown Permit Fees (FMA) | 12,418.28 | 16,000.00 | -3,581.72 | 77.6% |
| Total 4090-00 · TIEDOWN PERMIT FEES REVENUE | 12,418.28 | 16,000.00 | -3,581.72 | 77.6% |
| 4100-00 · POSTAL CARRIERS REVENUE | | | | |
| 4100-01 · Postal Carriers - Landing Fees | 2,414.31 | 9,000.00 | -6,585.69 | 26.8% |
| 4100-02 · Postal Carriers - Tiedown | 2,970.00 | | | |
| Total 4100-00 · POSTAL CARRIERS REVENUE | 5,384.31 | 9,000.00 | -3,615.69 | 59.8% |
| 4110-00 · MISCELLANEOUS REVENUE | | | | |
| 4110-01 · Misc. Revenue | -2,475.00 | | | |
| 4110-06 · Misc. - Security-Prox. Cards | 20,470.00 | 27,000.00 | -6,530.00 | 75.8% |
| 4110-09 · Miscellaneous Expense Reimburse | 568.75 | | | |
| Total 4110-00 · MISCELLANEOUS REVENUE | 18,563.75 | 27,000.00 | -8,436.25 | 68.8% |
| 4120-00 · GROUND TRANSP. PERMIT REVENUE | | | | |
| 4120-01 · Ground Transportation Permit | 11,650.00 | 14,000.00 | -2,350.00 | 83.2% |
| 4120-02 · GTSP - Trip Fee | 900.00 | 3,000.00 | -2,100.00 | 30.0% |
| Total 4120-00 · GROUND TRANSP. PERMIT REVENUE | 12,550.00 | 17,000.00 | -4,450.00 | 73.8% |
| 4400-00 · TSA | | | | |
| 4400-02 · Terminal Lease | 1,636.11 | 6,600.00 | -4,963.89 | 24.8% |
| Total 4400-00 · TSA | 1,636.11 | 6,600.00 | -4,963.89 | 24.8% |
| 4520-00 · INTEREST INCOME | | | | |
| 4520-06 · Interest Income - '12 PFC | 1.67 | | | |
| 4600-00 · Interest Income - General | 1,639.02 | 12,000.00 | -10,360.98 | 13.7% |
| Total 4520-00 · INTEREST INCOME | 1,640.69 | 12,000.00 | -10,359.31 | 13.7% |
| 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV | | | | |
| 4704-01 · AIP '04 - FAA | 308.00 | | | |
| Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV | 308.00 | | | |

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|--------------|---------------|----------------|-------------|
| 4738-00 · Existing Site Improvement | | | | |
| 4738-01 · AIP '38 | 0.00 | 400,000.00 | -400,000.00 | 0.0% |
| 4738-00 · Existing Site Improvement - Other | 87,678.00 | | | |
| Total 4738-00 · Existing Site Improvement | 87,678.00 | 400,000.00 | -312,322.00 | 21.9% |
| 4739-00 · AIP 39 - Safety Area Proj. Imp. | | | | |
| 4739-01 · AIP '39 Project I | 898,890.00 | 500,000.00 | 398,890.00 | 179.8% |
| Total 4739-00 · AIP 39 - Safety Area Proj. Imp. | 898,890.00 | 500,000.00 | 398,890.00 | 179.8% |
| 4740-00 · AIP 40 - Safety Area Proj. Imp. | | | | |
| 4740-01 · AIP '40 Project II | 0.00 | 15,000,000.00 | -15,000,000.00 | 0.0% |
| Total 4740-00 · AIP 40 - Safety Area Proj. Imp. | 0.00 | 15,000,000.00 | -15,000,000.00 | 0.0% |
| Total 4740-00 · AIP 40 - Safety Area Proj. Imp. | 1,538,434.70 | 18,487,170.00 | -16,948,735.30 | 8.3% |
| Total Income | 1,538,434.70 | 18,487,170.00 | -16,948,735.30 | 8.3% |
| Gross Profit | | | | |
| Expense | | | | |
| EXPENDITURES | | | | |
| "A" EXPENSES | | | | |
| 5000-01 · Salaries - Airport Manager | 31,877.14 | 127,402.00 | -95,524.86 | 25.0% |
| 5010-00 · Salaries - Contracts/Finance Adm | 21,668.40 | 84,975.00 | -63,306.60 | 25.5% |
| 5010-01 · Salaries - Office Assist. | 43,849.80 | 168,726.96 | -124,877.16 | 26.0% |
| 5020-00 · Salaries - ARFF/OPS Chief | 21,668.40 | 84,975.00 | -63,306.60 | 25.5% |
| 5030-00 · Salaries - ARFF/OPS Specialist | 76,146.91 | 309,170.06 | -233,023.15 | 24.6% |
| 5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi | 15,827.02 | 60,966.69 | -45,139.67 | 26.0% |
| 5050-00 · Salaries - Temp. | 1,809.50 | 15,000.00 | -13,190.50 | 12.1% |
| 5050-02 · Salaries - Merit Increase | 0.00 | 19,392.11 | -19,392.11 | 0.0% |
| 5060-01 · Overtime - General | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| 5060-02 · Overtime - Snow Removal | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 5060-04 · OT - Security | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 5100-00 · Retirement | 24,711.57 | 102,761.11 | -78,049.54 | 24.0% |
| 5110-00 · Social Security/Medicare | 15,032.51 | 67,710.81 | -52,678.30 | 22.2% |
| 5120-00 · Life Insurance | 498.78 | 2,000.00 | -1,501.22 | 24.9% |
| 5130-00 · Medical Insurance | 42,010.52 | 166,924.92 | -124,914.40 | 25.2% |
| 5160-00 · Workman's Compensation | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| Total "A" EXPENSES | 295,100.55 | 1,239,504.66 | -944,404.11 | 23.8% |
| "B" EXPENDITURES | | | | |
| "B" EXPENSES - ADMINISTRATIVE | | | | |
| 6000-00 · TRAVEL EXPENSE | | | | |
| 6000-01 · Travel | 952.94 | 15,000.00 | -14,047.06 | 6.4% |
| Total 6000-00 · TRAVEL EXPENSE | 952.94 | 15,000.00 | -14,047.06 | 6.4% |

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|------------------|-------------------|-------------------|--------------|
| 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | | | | |
| 6010-01 · Supplies - Office | 2,419.59 | 13,000.00 | -10,580.41 | 18.6% |
| 6010-03 · Supplies - Computer | 759.99 | | | |
| Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | 3,179.58 | 13,000.00 | -9,820.42 | 24.5% |
| 6020-00 · INSURANCE | | | | |
| 6020-01 · Insurance - Liability | 10,216.00 | 19,425.00 | -9,209.00 | 52.6% |
| 6020-02 · Insurance - Public Officials | 4,081.00 | 14,700.00 | -10,619.00 | 27.8% |
| 6020-03 · Insurance-Bldg/Unlic.Veh./Prop | 30,814.00 | 31,920.00 | -1,106.00 | 96.5% |
| 6020-04 · Insurance - Licensed Vehicles | 5,552.00 | 6,195.00 | -643.00 | 89.6% |
| 6020-05 · Insurance - Crime | 0.00 | 660.00 | -660.00 | 0.0% |
| Total 6020-00 · INSURANCE | 50,663.00 | 72,900.00 | -22,237.00 | 69.5% |
| 6030-00 · UTILITIES | | | | |
| 6030-01 · Utilities - Gas/Terminal | 753.99 | 13,000.00 | -12,246.01 | 5.8% |
| 6030-02 · Utilities - Gas/Maintenance | 3,463.65 | 7,000.00 | -3,536.35 | 49.5% |
| 6030-03 · Utilities - Elec./Runway&PAPI | 1,972.69 | 6,700.00 | -4,727.31 | 29.4% |
| 6030-04 · Utilities - Elec./Office/Maint. | 2,529.85 | 11,000.00 | -8,470.15 | 23.0% |
| 6030-05 · Utilities - Electric/Terminal | 6,652.37 | 11,000.00 | -4,347.63 | 60.5% |
| 6030-06 · Utilities - Telephone | 2,602.43 | 17,000.00 | -14,397.57 | 15.3% |
| 6030-07 · Utilities - Water | 160.57 | 1,200.00 | -1,039.43 | 13.4% |
| 6030-08 · Utilities - Garbage Removal | 2,476.25 | 8,500.00 | -6,023.75 | 29.1% |
| 6030-09 · Utilities - Sewer | 483.87 | 1,500.00 | -1,016.13 | 32.3% |
| 6030-10 · Utilities - Elec./Sewer | 81.02 | 500.00 | -418.98 | 16.2% |
| 6030-11 · Utilities - Electric/Tower | 1,454.34 | 5,000.00 | -3,545.66 | 29.1% |
| 6030-12 · Utilities - Elec./Brdfrd.Hghl | 200.92 | | | |
| 6030-15 · Utilities - Elec/AWOS | 810.71 | 900.00 | -89.29 | 90.1% |
| 6030-16 · Utilities - Elec. Wind Cone | 37.30 | 210.00 | -172.70 | 17.8% |
| 6030-17 · Utilities - Elec.- Rosenberg | 15.90 | | | |
| 6040-01 · Service Provider - Weather | 2,079.00 | 4,000.00 | -1,921.00 | 52.0% |
| 6040-02 · Service Provider - Term. Music | 218.64 | 1,000.00 | -781.36 | 21.9% |
| 6040-03 · Service Provider - Internet/ISP | 1,413.27 | 6,500.00 | -5,086.73 | 21.7% |
| 6040-05 · Service Provider - ISP/Terminal | 450.00 | 2,000.00 | -1,550.00 | 22.5% |
| 6040-06 · Service Provider - SSI Movement | 0.00 | 12,000.00 | -12,000.00 | 0.0% |
| Total 6030-00 · UTILITIES | 27,856.77 | 109,010.00 | -81,153.23 | 25.6% |
| 6050-00 · PROFESSIONAL SERVICES | | | | |
| 6050-01 · Professional Services - Legal | 5,714.05 | 35,000.00 | -29,285.95 | 16.3% |
| 6050-02 · Professional Services - Audit | 330.00 | 30,000.00 | -29,670.00 | 1.1% |
| 6050-03 · Professional Services - Enginee | 790.00 | 10,000.00 | -9,210.00 | 7.9% |
| 6050-04 · Professional Services - ARFF | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| 6050-05 · Professional Services - Gen. | 63.75 | | | |
| 6050-07 · Professional Services - Archite | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 6050-08 · Professional Services - Securit | 1,040.00 | 4,000.00 | -2,960.00 | 26.0% |
| 6050-10 · Prof. Svcs.-IT/Comp. Support | 2,604.01 | 14,000.00 | -11,395.99 | 18.6% |
| 6050-11 · Professional Services - Wildlif | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 6050-12 · Prof. Serv.- Planning Air Serv. | 2,985.00 | 35,000.00 | -32,015.00 | 8.5% |

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|--|------------------|-------------------|--------------------|--------------|
| 6050-13 · Prof. Serv.-Website Des.& Maint | 170.00 | | | |
| 6050-15 · Prof. Serv. - Public Outreach | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| Total 6050-00 · PROFESSIONAL SERVICES | 13,696.81 | 152,000.00 | -138,303.19 | 9.0% |
| 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | | | | |
| 6060-01 · Maint.-Office Equip./Gen. | 115.64 | 10,000.00 | -9,884.36 | 1.2% |
| 6060-04 · Maintenance - Copier | 814.09 | | | |
| 6060-05 · Maintenance - Phone | 1,393.20 | | | |
| Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | 2,322.93 | 10,000.00 | -7,677.07 | 23.2% |
| 6070-00 · RENT/LEASE OFFICE EQUIPMENT | | | | |
| 6070-01 · Rent/Lease - Office Equip./Gen | 0.00 | 3,400.00 | -3,400.00 | 0.0% |
| 6070-02 · Rent/Lease - Postage Meter | 312.00 | 1,400.00 | -1,088.00 | 22.3% |
| Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT | 312.00 | 4,800.00 | -4,488.00 | 6.5% |
| 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | | | | |
| 6080-01 · Dues/Memberships/Publications | 7,458.48 | 15,000.00 | -7,541.52 | 49.7% |
| 6080-02 · Membership - Internet/Website | 69.97 | | | |
| 6080-04 · Airport Marketing | 10,732.80 | 20,000.00 | -9,267.20 | 53.7% |
| Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | 18,261.25 | 35,000.00 | -16,738.75 | 52.2% |
| 6090-00 · POSTAGE | | | | |
| 6090-01 · Postage/Courier Service | 364.55 | 1,500.00 | -1,135.45 | 24.3% |
| Total 6090-00 · POSTAGE | 364.55 | 1,500.00 | -1,135.45 | 24.3% |
| 6100-00 · EDUCATION/TRAINING | | | | |
| 6100-01 · Education/Training - Admin. | 2,611.00 | 25,000.00 | -22,389.00 | 10.4% |
| 6100-02 · Education/Training - OPS | 1,055.00 | | | |
| 6100-05 · Education - Neighborl Flight | 5,952.55 | | | |
| 6100-07 · Education - Public Outreach | 536.88 | | | |
| Total 6100-00 · EDUCATION/TRAINING | 10,155.43 | 25,000.00 | -14,844.57 | 40.6% |
| 6110-00 · CONTRACTS | | | | |
| 6110-01 · Contracts - General | 30,000.00 | | | |
| 6110-02 · Contracts - FMAA | 8,400.00 | 33,600.00 | -25,200.00 | 25.0% |
| 6110-03 · Contracts - SVA/Fee Collection | 14,700.00 | 58,900.00 | -44,200.00 | 25.0% |
| 6110-04 · Contracts - COH LEO | 816.00 | 10,000.00 | -9,184.00 | 8.2% |
| 6110-05 · Contracts - Janitorial | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 6110-06 · Electronic Filing System | 3,450.00 | 13,800.00 | -10,350.00 | 25.0% |
| 6110-08 · Contracts - Eccles Tree Lights | 0.00 | 30,000.00 | -30,000.00 | 0.0% |
| 6110-09 · Contracts - Website | 0.00 | 350.00 | -350.00 | 0.0% |
| 6110-10 · Online Email Server Access | 419.27 | 2,500.00 | -2,080.73 | 16.8% |
| 6110-11 · Contracts -Security CMS | 10,700.00 | 42,500.00 | -31,800.00 | 25.2% |
| Total 6110-00 · CONTRACTS | 68,485.27 | 201,650.00 | -133,164.73 | 34.0% |

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|--|--------------|------------|----------------|-------------|
| 6120-00 · PERMITS | | | | |
| 6120-01 · Permits - General | 0.00 | 100.00 | -100.00 | 0.0% |
| Total 6120-00 · PERMITS | 0.00 | 100.00 | -100.00 | 0.0% |
| 6130-00 · MISCELLANEOUS EXPENSES | | | | |
| 6130-01 · Misc. - General | 3,997.47 | 6,500.00 | -2,502.53 | 61.5% |
| 6140-00 · Bank Fees | 277.53 | 1,000.00 | -722.47 | 27.8% |
| 6130-00 · MISCELLANEOUS EXPENSES - Other | -31.60 | | | |
| Total 6130-00 · MISCELLANEOUS EXPENSES | 4,243.40 | 7,500.00 | -3,256.60 | 56.6% |
| Total "B" EXPENSES - ADMINISTRATIVE | 200,493.93 | 647,460.00 | -446,966.07 | 31.0% |
| "B" EXPENSES - OPERATIONAL | | | | |
| 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI | | | | |
| 6500-01 · Supplies/Equipment - General | 138.33 | 10,000.00 | -9,861.67 | 1.4% |
| 6500-02 · Supplies/Equipment - Tools | 183.48 | | | |
| 6500-03 · Supplies/Equipment - Clothing | 189.55 | | | |
| 6500-04 · Supplies/Equipment - Janitorial | 2,877.84 | | | |
| 6500-05 · Supplies/Equipment - Deice | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| 6500-06 · Supplies/Equipment - ARFF | 159.00 | 5,000.00 | -4,841.00 | 3.2% |
| Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI | 3,548.20 | 30,000.00 | -26,451.80 | 11.8% |
| 6510-00 · FUEL/LUBRICANTS | | | | |
| 6510-01 · Fuel/Lubricants - General | 0.00 | 45,000.00 | -45,000.00 | 0.0% |
| 6510-02 · Fuel | 7,947.63 | | | |
| Total 6510-00 · FUEL/LUBRICANTS | 7,947.63 | 45,000.00 | -37,052.37 | 17.7% |
| 6520-00 · VEHICLES/MAINTENANCE | | | | |
| 6520-01 · R/M Equipment - General | 2,682.85 | 25,000.00 | -22,317.15 | 10.7% |
| 6520-02 · R/M Equip. '93 Schmidt Snow | 1,420.18 | | | |
| 6520-04 · R/M Equip. '84 Chevy Plow Truck | -8.00 | | | |
| 6520-09 · R/M Equip. - '96 Oshkosh Swp. | 296.85 | | | |
| 6520-17 · R/M Equip. '01 Case 921 Ldr. | 127.02 | | | |
| 6520-19 · R/M Equip. '02 Ford F-150 PU | 292.25 | | | |
| 6520-24 · R/M Equip. - '01 Ford F-250 | 34.29 | | | |
| 6520-29 · R/M Equip.- 2010 Wausau Plow | 2,709.12 | | | |
| 6520-32 · R/M Equip. - '09 Mini Truck | 32.76 | | | |
| Total 6520-00 · VEHICLES/MAINTENANCE | 7,587.32 | 25,000.00 | -17,412.68 | 30.3% |
| 6530-00 · ARFF MAINTENANCE | | | | |
| 6530-01 · ARFF Maint. General | 65.00 | 5,000.00 | -4,935.00 | 1.3% |
| 6530-04 · ARFF Maint. - Radios | 1,249.21 | | | |
| Total 6530-00 · ARFF MAINTENANCE | 1,314.21 | 5,000.00 | -3,685.79 | 26.3% |

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|--------------|------------|----------------|-------------|
| 6540-00 · REPAIRS/MAINTENANCE - BUILDING | | | | |
| 6540-01 · R/M Bldg. - General | 449.00 | 29,000.00 | -28,551.00 | 1.5% |
| 6540-02 · R/M Bldg. - Terminal | 19,916.63 | | | |
| 6540-04 · R/M Bldg. - Cold Storage | 1,536.12 | | | |
| 6540-05 · R/M Bldg. - Manager's Bldg. | 218.57 | | | |
| 6540-07 · R/M Bldg. - Tower | -11.64 | | | |
| Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING | 22,108.68 | 29,000.00 | -6,891.32 | 76.2% |
| 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | | | | |
| 6550-01 · R/M - General | 424.95 | 15,000.00 | -14,575.05 | 2.8% |
| 6550-02 · R/M - Airfield | 588.85 | | | |
| 6550-05 · R/M - Grounds | 285.00 | | | |
| Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | 1,298.80 | 15,000.00 | -13,701.20 | 8.7% |
| 6560-00 · SECURITY EXPENSE | | | | |
| 6560-01 · Security | 5,344.80 | 20,000.00 | -14,655.20 | 26.7% |
| Total 6560-00 · SECURITY EXPENSE | 5,344.80 | 20,000.00 | -14,655.20 | 26.7% |
| 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | | | | |
| 6570-01 · R/M Aeronautical Equip - NDB/DME | 2,895.00 | 22,000.00 | -19,105.00 | 13.2% |
| 6570-04 · R/M Aeron. Equip. - AWOS/ATIS | 2,850.00 | | | |
| 6570-05 · R/M Aero.Equip. Flying Hat Lgts | 1,189.00 | | | |
| Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | 6,934.00 | 22,000.00 | -15,066.00 | 31.5% |
| Total "B" EXPENSES - OPERATIONAL | 56,083.64 | 191,000.00 | -134,916.36 | 29.4% |
| Total "B" EXPENDITURES | 256,577.57 | 838,460.00 | -581,882.43 | 30.6% |
| "C" EXPENSES | | | | |
| 7000-00 · MISC. CAPITAL EXPENDITURES | | | | |
| 7000-01 · Contingency | 0.00 | 35,000.00 | -35,000.00 | 0.0% |
| 7000-05 · Computer Equipment/Software | 1,862.09 | 30,000.00 | -28,137.91 | 6.2% |
| 7000-36 · Drivers Training Software | 9,850.00 | | | |
| 7000-37 · Tractor Rake Attachment | 0.00 | 6,000.00 | -6,000.00 | 0.0% |
| 7000-38 · Snow Monitoring Telemetry Eq. | 0.00 | 7,000.00 | -7,000.00 | 0.0% |
| 7000-39 · Air Pass. Terminal - Int. Paint | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 7000-40 · Weather Viewing Equipment | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| 7000-41 · Terminal Air Service Support | 46,331.33 | | | |
| Total 7000-00 · MISC. CAPITAL EXPENDITURES | 58,043.42 | 108,000.00 | -49,956.58 | 53.7% |
| 7504-00 · AIP 04 EXPENSE | | | | |
| 7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV | 324.00 | | | |
| Total 7504-00 · AIP 04 EXPENSE | 324.00 | | | |

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|---|--------------|---------------|----------------|-------------|
| 7538-00 - Improvements to Existing Site | | | | |
| 7538-01 - AIP '38 | 93,522.65 | 425,000.00 | -331,477.35 | 22.0% |
| Total 7538-00 - Improvements to Existing Site | 93,522.65 | 425,000.00 | -331,477.35 | 22.0% |
| 7539-00 - AIP '39 EXPENSE - Imp. ALP | | | | |
| 7539-01 - AIP '39 - Eligible | 1,006,076.03 | 535,000.00 | 471,076.03 | 188.1% |
| Total 7539-00 - AIP '39 EXPENSE - Imp. ALP | 1,006,076.03 | 535,000.00 | 471,076.03 | 188.1% |
| 7540-00 - AIP '40 EXPENSE - Safety Area | | | | |
| 7540-01 - AIP '40 Eligible | 167,592.64 | 16,000,000.00 | -15,832,407.36 | 1.0% |
| Total 7540-00 - AIP '40 EXPENSE - Safety Area | 167,592.64 | 16,000,000.00 | -15,832,407.36 | 1.0% |
| 7600-00 - PFC - Security Equipment | 535.00 | | | |
| 8000-00 - Replacement Airport | 2,691.21 | | | |
| 8000-04 - Public Outreach | -40.00 | | | |
| 8000-07 - General | | | | |
| Total 8000-00 - Replacement Airport | 2,651.21 | | | |
| 9000-00 - PFC EXPENSE | | | | |
| 9000-03 - PFC '12 | 133,880.00 | | | |
| 9000-06 - PFC '12 - Security Improvements | | | | |
| Total 9000-03 - PFC '12 | 133,880.00 | | | |
| 9000-07 - PFC '14 | | | | |
| 9000-08 - PFC '14 - Admin Expense | 7,478.90 | | | |
| Total 9000-07 - PFC '14 | 7,478.90 | | | |
| 9000-10 - PFC - NEW TBD | | | | |
| 9000-11 - PFC - TBD Master Plan Update | 0.00 | 350,000.00 | -350,000.00 | 0.0% |
| 9000-12 - PFC - TBD Approach Proc. Devel. | 0.00 | 100,000.00 | -100,000.00 | 0.0% |
| Total 9000-10 - PFC - NEW TBD | 0.00 | 450,000.00 | -450,000.00 | 0.0% |
| Total 9000-00 - PFC EXPENSE | 141,358.90 | 450,000.00 | -308,641.10 | 31.4% |
| Total "C" EXPENSES | 1,470,103.85 | 17,518,000.00 | -16,047,896.15 | 8.4% |
| Total EXPENDITURES | 2,021,781.97 | 19,595,964.66 | -17,574,182.69 | 10.3% |
| Total Expense | 2,021,781.97 | 19,595,964.66 | -17,574,182.69 | 10.3% |
| Net Ordinary Income | -483,347.27 | -1,108,794.66 | 625,447.39 | 43.6% |

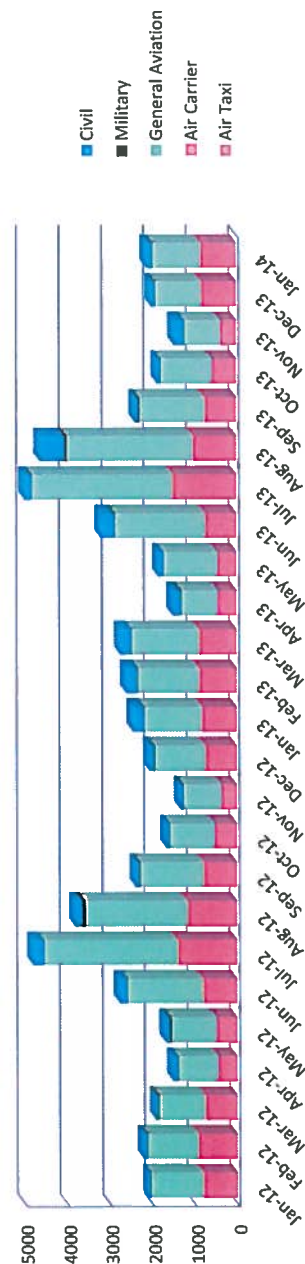
Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
 October through December 2013

| | Oct - Dec 13 | Budget | \$ Over Budget | % of Budget |
|----------------------|--------------|---------------|----------------|-------------|
| Other Income/Expense | | | | |
| Other Income | 165.64 | | | |
| Finance Charges | 165.64 | | | |
| Total Other Income | 165.64 | 0.00 | 165.64 | 100.0% |
| Net Other Income | | | | |
| Net Income | -483,181.63 | -1,108,794.66 | 625,613.03 | 43.6% |

ATCT Traffic Operations Record

| Month | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|------|
| January | 3,622 | 3,893 | 3,912 | 2,600 | 3,028 | 2,787 | 4,547 | 2,520 | 2,070 | 2,379 | 2,408 | 2,098 | 2,454 | 2,128 | |
| February | 4,027 | 4,498 | 3,073 | 3,122 | 3,789 | 3,597 | 3,548 | 2,857 | 2,244 | 2,647 | 2,117 | 2,205 | 2,612 | | |
| March | 4,952 | 5,126 | 3,086 | 4,097 | 3,618 | 2,918 | 4,677 | 3,097 | 2,145 | 2,709 | 1,813 | 1,921 | 2,753 | | |
| April | 2,494 | 3,649 | 2,213 | 2,840 | 2,462 | 2,047 | 2,581 | 2,113 | 1,724 | 1,735 | 1,604 | 1,513 | 1,509 | | |
| May | 3,905 | 4,184 | 2,654 | 3,282 | 2,729 | 2,134 | 1,579 | 2,293 | 2,280 | 1,891 | 1,533 | 1,693 | 1,852 | | |
| June | 4,787 | 5,039 | 4,737 | 4,438 | 3,674 | 3,656 | 5,181 | 3,334 | 2,503 | 3,019 | 2,898 | 2,761 | 3,203 | | |
| July | 6,359 | 8,796 | 6,117 | 5,910 | 5,424 | 5,931 | 7,398 | 4,704 | 4,551 | 5,005 | 5,004 | 4,810 | 5,345 | | |
| August | 6,479 | 6,917 | 5,513 | 5,707 | 5,722 | 6,087 | 8,196 | 4,570 | 4,488 | 4,705 | 4,326 | 3,823 | 4,644 | | |
| September | 3,871 | 4,636 | 4,162 | 4,124 | 4,609 | 3,760 | 4,311 | 2,696 | 3,376 | 3,128 | 3,359 | 2,396 | 2,403 | | |
| October | 3,879 | 3,656 | 3,426 | 2,936 | 3,570 | 3,339 | 3,103 | 2,134 | 2,145 | 2,012 | 1,886 | 1,658 | 1,874 | | |
| November | 3,082 | 2,698 | 2,599 | 2,749 | 2,260 | 2,912 | 2,892 | 1,670 | 1,901 | 1,309 | 1,114 | 1,325 | 1,475 | | |
| December | 3,401 | 2,805 | 3,247 | 3,227 | 2,722 | 3,834 | 2,699 | 1,848 | 2,272 | 1,811 | 2,493 | 2,066 | 2,016 | | |
| Totals | 50,858 | 55,897 | 44,739 | 45,032 | 43,607 | 43,002 | 50,712 | 33,836 | 31,699 | 32,350 | 30,555 | 28,269 | 32,140 | 2,128 | |

Operations
2012-2014 YTD
(Cumulative)



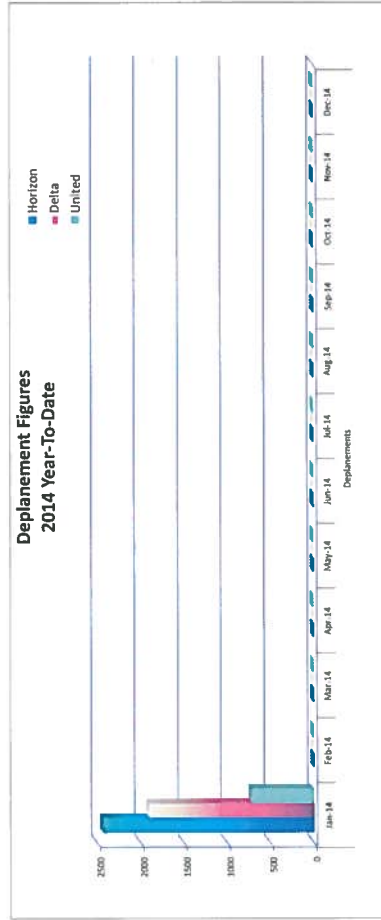
ATCT Operations Change
(current month vs. same month last year)

| | 2014 | 2013 | % Change |
|------------------|-------|-------|----------|
| Air Taxi | 603 | 709 | -15% |
| Air Carrier | 241 | 109 | 121% |
| General Aviation | 1,124 | 1,364 | -18% |
| Military | 10 | 6 | 67% |
| Civil | 150 | 266 | -44% |
| Total | 2128 | 2454 | -13.28% |

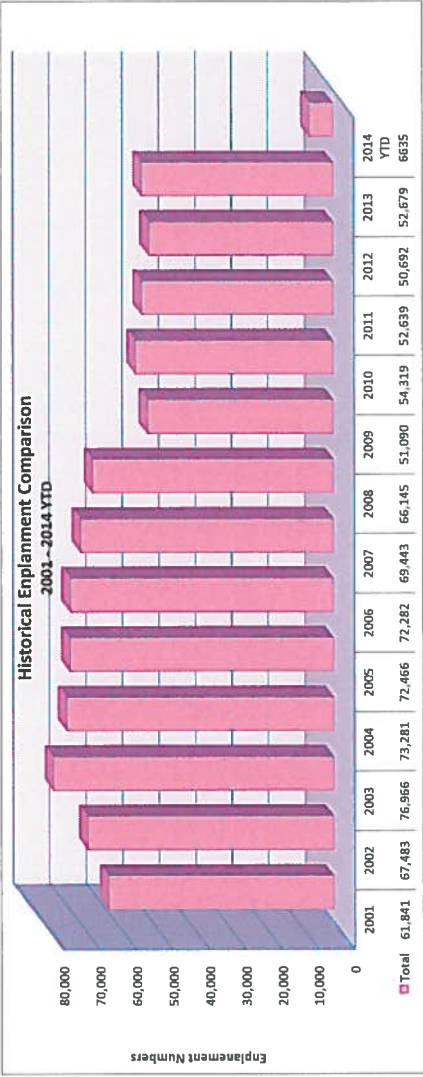
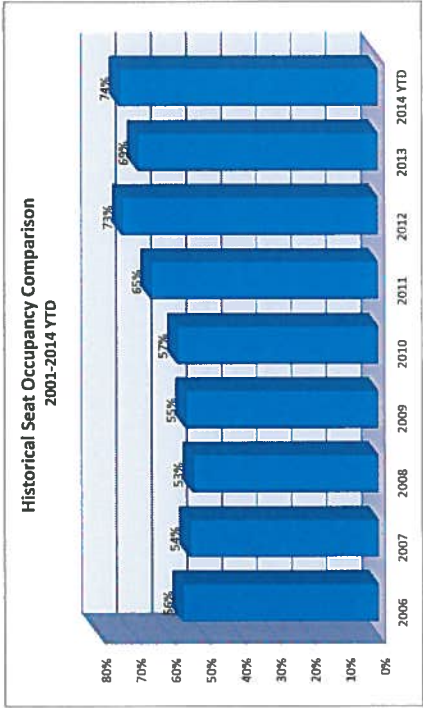
| 2014 Enplanements | | | | | | | | | | | | | | | | | | |
|---|-----------------|-------------|-------|------------------|----------------|----------------|-------------|-------|------------------|----------------|-----------------|-------------|-------|------------------|----------------|---------------|-------------|----------------|
| Category | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | | | |
| | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | Current Y-T-D | Prior Y-T-D | Y-T-Y % Change |
| | | | | | | | | | | | | | | | | | | |
| Jan-14 | 2,991 | 67 | 3,058 | 3,150 | -3% | 2,483 | 102 | 2,585 | 2,113 | 22% | 965 | 27 | 992 | 0 | 0 | 6,635 | 5,263 | 26.1% |
| Totals | 2,991 | 67 | 3,058 | 3,150 | -3% | 2,483 | 102 | 2,585 | 2,113 | 22% | 965 | 27 | 992 | 0 | 0% | | | |
| Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year | | | | | | | | | | | | | | | | | | |

| 2014 Deplanements | | | | | | | | | | | | | | | | | | |
|-------------------|-----------------|-------------|-------|------------------|----------------|----------------|-------------|-------|------------------|----------------|-----------------|-------------|-------|------------------|----------------|-------|-------|-------|
| airline | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | | | |
| | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | Revenue | Non-Revenue | Total | Prior Year Month | M-T-M % Change | | | |
| | Y-T-D | Y-T-D | Y-T-D | Y-T-D | % Change | Y-T-D | Y-T-D | Y-T-D | Y-T-D | % Change | Y-T-D | Y-T-D | Y-T-D | Y-T-D | % Change | | | |
| Jan-14 | 2,366 | 66 | 2,432 | 2,398 | 1% | 1,820 | 81 | 1,901 | 1,632 | 16% | 696 | 23 | 719 | 0 | 0% | 5,052 | 4,030 | 25.4% |
| Totals | 2,366 | 66 | 2,432 | 2,398 | 1% | 1,820 | 81 | 1,901 | 1,632 | 16% | 696 | 23 | 719 | 0 | 0% | | | |

Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year



| 2014 Seat Occupancy | | | | | | | | | | | | | | |
|---------------------|---|---------------------|-------------------|---------------------|---|--------------------|-------------------|---------------------|---|--------------------|-------------------|---------------------|---|--|
| e o □ | Alaska Airlines | | | | Delta Airlines | | | | United Airlines | | | | Annual Seat Occupancy Totals Year-to-Year Comparison | |
| | Departure Flights | Seats Available* | Seats Occupied | Percent Occupied | Departure Flights | Seats Available | Seats Occupied | Percent Occupied | Departure Flights | Seats Available | Seats Occupied | Percent Occupied | Total Seats Occupied Y-T-D | Total Seats Occupied Prior Y-T-D |
| | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change | Y-T-Y % Change |
| Jan-14 | 52 | 3,952 | 3,058 | 77% | 74 | 3,390 | 2,585 | 76% | 25 | 1,650 | 992 | 60% | 6,635 | 5,263 |
| Totals | 52 | 3,952 | 3,058 | 77% | 74 | 3,390 | 2,585 | 76% | 25 | 1,650 | 992 | 60% | | |
| Note: | Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions | | | | Total of 69 Seats Available on aircraft | | | | Total of 66 Seats Available on aircraft | | | | Legend: | |
| | | | | | | | | | | | | | Y-T-D = Year-to-Date | |
| | | | | | | | | | | | | | Y-T-Y = Year-To-Year | |





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- SFO and new **DEN** flights for summer:
July 2 - Sept. 23

 **DELTA**

- Beginning Feb. 14: Increased connectivity to SLC
- Daily year round regional jet service

Alaska Airlines

- Daily non-stop flights to SEA and LAX through April 6
- Flights for summer: June 13 - Oct.*
(*See **IFLYSUN.com** for details)

SPECIAL NOTICE: Friedman Memorial Airport
Construction Closure April 28-May 22



Non-stop to: DEN, LAX, SEA, SFO, SLC
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The Ketchum Keystone
P.O. Box 3532
Ketchum, ID 83340

Dear Editor:

Now that Congress has approved and the President has signed legislation to fund the federal government through September 30, we wanted to give special thanks to Senator Mike Crapo, Senator James Risch, Congressman Mike Simpson, and Congressman Raul Labrador for their outstanding leadership in protecting aviation safety in our community.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including ours, in an attempt to deal with budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of Senators Crapo and Risch, Congressmen Simpson and Labrador, and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year. The recently enacted budget bill approved by Congress a few weeks ago will ensure that these critical air traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

Thank you Senator Crapo, Senator Risch, Congressman Simpson, and Congressman Raul Labrador for your efforts to protect the Contract Tower Program and aviation safety. The aviation community in the Wood River Valley is very grateful for your leadership.

Sincerely,

Ronald E. Fairfax
Chairman
Friedman Memorial Airport Authority

The Weekly Sun
P.O. Box 2711
Hailey, ID 83333

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Ronald E. Fairfax
Chairman
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Idaho Mountain Express
591 First Avenue North
P.O. Box 1013
Ketchum, ID 83340

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Chairman
Friedman Memorial Airport Authority

The Times News
P.O. Box 548
Twin Falls, ID 83303

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Ronald E. Fairfax
Chairman
Friedman Memorial Airport Authority

Rick Baird

From: Carol Waller <carol@flysunvalleyalliance.com>
Sent: Thursday, February 13, 2014 12:18 PM
To: 'Arlene Schieven'; Baird Gourlay; 'Dick Fenton'; Eric Seder; Fox, Debbie; 'Jack Sibbach'; 'Jacob Greenberg'; Lisa Horowitz; 'Martha Burke'; 'Maurice Charlat'; 'Michelle Griffith'; 'Patrick Buchanan'; 'Peter Scheurmier'; Rick Baird; 'Tim Silva'; Wally Huffman; Walt Denekas
Cc: Ron McNeill
Subject: IF flight news

Idaho Falls gets direct flights to Minneapolis-St. Paul

by IBR Staff

Published: February 11, 2014



Delta will start nonstop flights from Idaho Falls to Minneapolis-St. Paul on CRJ-900 jet aircraft starting June. 7. Photo courtesy of Bombardier Aerospace.

The Idaho Falls Regional Airport is getting a new, nonstop route between Idaho Falls and Minneapolis-St. Paul three days a week starting June 7.

Delta Airlines is offering the flights on Wednesdays, Saturdays and Sundays. The Minneapolis-St. Paul route is the seventh nonstop route for the airport, which has daily flights to Denver and Salt Lake City, along with semiweekly flights to Phoenix-Mesa, Las Vegas, Los Angeles and Oakland, Calif.

The Minneapolis-St. Paul airport connects to 95 other airports, 30 more than the Salt Lake City airport, IFRA Director Craig H. Davis said in a news release.

The city, like others in Idaho, has been working to improve its air connections with larger cities. The airport negotiated directly with Delta to establish the route, said City of Idaho Falls spokeswoman Kerry McCullough.

"It has been a top priority for the IFRA to establish a nonstop East Coast connection to a large hub, international airport," McCullough said in an email.

“The goal is to have the flights be successful enough that it will translate into continued flights and additional service,” Davis said in the release.

McCullough said if the route is successful, the airport will ask Delta to consider offering daily flights. At that point, she said, Delta may require a revenue guarantee from a \$500,000 Small Community Air Service Development Grant the airport received from the U.S. Department of Transportation in October 2013.

Carol Waller, Director
carol@flysunvalleyalliance.com
www.flysunvalleyalliance.com
Box 6316 Ketchum, ID 83340
208.720.3965



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latimes.com

Federal judge throws out Santa Monica's lawsuit over airport

By Dan Weikel

10:37 PM PST, February 13, 2014

The effort to close Santa Monica Airport suffered a major setback Thursday when a federal judge threw out the city's lawsuit that sought to wrest control of the facility from the federal government. advertisement

U.S. District Judge John F. Walters dismissed the claim that title to the oldest operating airport in Los Angeles County should be returned to the city because the action was brought too late under the statute of limitations.

Walters also threw out the allegations that the city was denied due process and that the federal government did not properly compensate the city for taking the property in violation of the U.S. Constitution.

The judge said the city failed to first seek compensation for the airport in the Court of Federal Claims.

City Atty. Marsha Moutrie said the judge's 17-page ruling will be evaluated to determine Santa Monica's options.

"Of course, we are disappointed. But there is likely much work to come," she said.

The federal government obtained the airport from the city during World War II for defense purposes. It transferred the facility back to the city after the war on the condition that it remain an airport in perpetuity unless the government agreed to a change in use.

The city has contended that the airport must be closed in 2015 under various federal grant agreements and a 1984 court settlement with the government.

In anticipation of the airport's closure, community groups and airport opponents have been planning to convert the grounds into a park and recreational facility.

The battle over the airport has been closely watched by local aviation enthusiasts and national organizations such as the Aircraft Owners and Pilots Assn.

ALSO:

[Officials seek cause of crash that killed 2 CHP officers](#)

[Youth pastor arrested on child porn charge in Oakdale, Calif.](#)

Rick Baird

From: Barbara Cook <barbara.cook@aaa.org>
Sent: Friday, February 14, 2014 5:51 PM
To: Rick Baird
Subject: Airport Report Today, February 17, 2014

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DELIVERING THE NEWS YOU NEED



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES



FEBRUARY 17, 2014

TOP STORIES IN THIS ISSUE

VOL. V, NUMBER 13

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Fitch Rates Dallas-Fort Worth, San Diego Bonds

Fitch has assigned an A rating to \$203 million joint revenue refunding bonds, series 2014A, issued for Dallas-Fort Worth International.

In addition, Fitch affirmed the airport's \$6 billion in outstanding joint revenue improvement bonds at A. The rating outlook is stable. The firm noted that the bankruptcy of American, the airport's leading carrier, as well as the efforts for American to merge with US Airways, have not impacted operations.

Separately, the company affirmed the ratings on the San Diego County Regional Airport Authority's bonds as follows: \$379.6 million senior revenue bonds at A plus, and \$570.9 million subordinate revenue bonds at A. The rating outlook on all bonds is stable.

Fitch noted that San Diego International's traffic base is 94 percent origin and destination and the airport has benefited in the past year from continued economic recovery in the San Diego area. Air carrier service at the airport remains stable.

FEATURED MEETING

21st Annual AAAE/FAA Airfield Safety, Sign Systems and Maintenance Management Workshop
June 4 - 6, 2014 | Denver, CO

UPCOMING EVENTS

ACE Security Review Course Regional Onsite
February 25 - 28, 2014 | Deerfield Beach, FL

AAAE Airports Energy Efficiency Forum
March 5 - 7, 2014 | San Diego, CA

Airport 101 Workshop OnSite
March 6, 2014 | Los Angeles, CA

Airport 101 Workshop OnSite
March 7, 2014 | Los Angeles, CA

AAAE/South Central Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy
March 9 - 15, 2014 | Dallas, TX

AAAE/AAAE Canada Conference

 **SkyWest Posts Profit For 2013**

SkyWest posted net income of \$8.6 million for the quarter ended Dec. 31, 2013, compared with net income of \$13.9 million for the same period last year.

The carrier said that for the full year 2013, it earned a profit of \$59 million compared with \$51.2 million in 2012.

SkyWest Chairman and CEO Jerry Atkin, said, "The decrease in our earnings in the fourth quarter is primarily due to advance preparations for the implementation of FAR 117, the new flight and duty time regulations, and aging maintenance costs on the 50-seat aircraft. We also invested in our future by beginning certification work on the E175 aircraft that are scheduled for delivery beginning in the first quarter of 2014."

Harnessing the Power of Partnership
March 10 - 12, 2014 | Tucson, AZ
AAAE Federal Aerospace Forecast Conference
March 13 - 14, 2014 | Washington, DC
AAAE Airport Security Coordinator Training School
March 19, 2014 | Alexandria, VA
South Central Chapter AAEE Annual Conference and Exposition
March 23 - 26, 2014 | Albuquerque, NM
Part 139 Refresher OnSite
March 24 - 25, 2014 | Birmingham, AL

Frontier To Add Flights From Cleveland Hopkins

Frontier announced that it will expand service from Cleveland Hopkins International with the addition of year-round nonstop service to Orlando and seasonal nonstop service to Seattle, beginning June 13.

Airport Director Ricky Smith said he welcomes the announcement, noting that, "Seattle is one of the markets we lost with United's decision to pull down the hub, and Orlando is one of the region's top leisure markets."

U.S. Carrier Traffic Totals Decline In November

U.S. airlines carried 57.5 million systemwide scheduled service passengers in November 2013, 2.2 percent fewer than in November 2012, DOT reported.

The systemwide total was the result of a 2.7 percent decrease in the number of domestic passengers (50.4 million) and a 2.2 percent increase in international passengers (7.0 million).

In November, more total systemwide and domestic passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport and more international passengers boarded U.S. carriers at Miami than at any other U.S. airport.

Oklahoma Funds GA Airport Projects

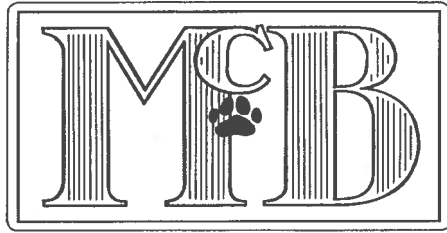
The Oklahoma Aeronautics Commission recently approved a three-year capital improvement program (CIP) that targets 35 separate projects at 26 general aviation airports in the state.

The largest grant of \$2.5 million is for the runway extension project at Enid's Woodring Regional Airport that will increase the airport's 6,250-foot runway to 8,000 feet. The project will allow T-38 aircraft from Vance Air Force Base to land at and takeoff from the Enid airport.

To view the entire list of projects included in CIP, go to the Airport Development page on the aeronautics commission's website at www.aeronautics.ok.gov.

Aviation Bills Advance In House

The House last week approved legislation authorizing DOT to implement or enforce a



February 25, 2014

Dear Mayor Haemmerle:

I am submitting this letter as my resignation from the Friedman Memorial Airport Authority Board of Directors, effective March 31, 2014.

Although there are a number of factors contributing to my decision, the pending site selection and master plan update present a logical point in time for me to step aside and allow you to appoint a new representative who can commit to stay on the Authority from beginning to end of that important process.

In leaving I wish to thank you, Mayor Haemmerle, as well as the previous City of Hailey Mayors who recommended my many appointments to this position over the years. And I especially want to thank all of Hailey's City Councils who endorsed my appointments and allowed me to represent them in this capacity.

I has been my honor to serve you and the citizens of the City of Hailey.

Best regards,

Susan McBryant

- The Balance Sheet - <http://blogs.denverpost.com/thebalancesheet> -

Frontier Airlines adds six new nonstop routes this summer, four in Denver

Posted By [Kristen Painter](#) On February 24, 2014 @ 11:14 am In [Airlines,Colorado Business,Frontier Airlines](#) | [No Comments](#)



Frontier Airlines at [Denver International Airport](#). (Hyoung Chang, The Denver Post)

Frontier Airlines announced Monday that it will offer six new routes this summer to small or midsize markets, a move consistent with [its new market strategy](#).

Denver will reap four new year-round nonstop routes beginning in June to Idaho Falls, Idaho; Sioux City, Iowa; Bakersfield, Calif.; and Missoula, Mont. Frontier is also expanding its offerings at Chicago-Midway with summer seasonal service to Knoxville, Tenn. and Harrisburg, Pa.

"We are excited to offer these six new routes to customers, just in time for summer travel," said Daniel Shurz, Frontier's senior vice president of commercial, in a news release. "This summer we will offer the most nonstop destinations from Denver that we've ever served in our 20 year history."

Bakersfield and Idaho Falls are entirely new destinations for Frontier while Sioux City and Missoula are a return-of-service for the carrier.

In addition to the new routes, the Denver-based carrier announced a schedule expansion to several market underdogs, including Branson, Mo., Bozeman, Mont., Durango and Memphis, Tenn. These smaller markets will see daily flights to and from Frontier's Mile High hub while Atlanta, Cincinnati, Cleveland and Detroit will see service increase from seven flights a week to 11-14 flights each week.

"This is an extension of Frontier's recent, successful Denver growth strategy of connecting smaller markets (both with and without competitive service) to large destinations already in the Frontier network," said Kate O'Malley, Frontier's spokeswoman.

This marks the first major scheduling announcement for the carrier since it was sold to Indigo Partners LLC in December. Bill Franke, the private equity firm's managing partner, has made his intention clear of transitioning Frontier into an ultra-low-cost carrier. This model breaks many of the traditionally held beliefs about commercial air travel by stripping down the costs of a plane ticket and offering extremely low base fares while charging for any additional amenities — such as checked luggage and in-flight beverages.

Article printed from The Balance Sheet: <http://blogs.denverpost.com/thebalancesheet>

URL to article: <http://blogs.denverpost.com/thebalancesheet/2014/02/24/frontier-airlines-adds-six-new-routes/11628/>

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November 4, 2014

Rick Baird

Friedman Memorial Airport

PO Box 929

Hailey, ID 83333

Dear Rick,

I would like to ask the Friedman Memorial Airport Authority for some economic relief for Atlantic Aviation – Sun Valley for the planned closure of the airfield next year for the period of April 22, 2014 through May 28, 2014.

As you might imagine, the loss of fuel, hangar and other revenues for this period of time is significant. We anticipate we will need to continue to pay our employees, and engage in other fixed cost activities that do not lend themselves to a cost reduction.

Atlantic Aviation has seen other airfields offer relief in similar closure situations.

Please let me know if you have any questions or suggestions for accomplishing the request.

Sincerely,

Michael T. Rasch, General Manager



March 3, 2014

Mr. Michael T. Rasch
General Manager
Atlantic Aviation
P.O. Box 1085
Hailey, ID 83333

Dear Mike:

In response to your letter dated November 4th requesting economic relief for the planned closure of the airfield next year, I have researched the lease that Atlantic Aviation FBO, Inc. assumed in February, 2008. The lease states, on page 9, paragraph 5.01 Use of Non-Exclusive Public Airport Facilities, "In the event that Lessor engages in any construction activity at the airport, Lessor shall exert reasonable effort to avoid interference with Lessee's operations; however, Lessee agrees that Lessor shall have no liability to Lessee for inconvenience or loss of business which may be caused by said construction activity."

The closure and following operational impediments will impact everyone on the Airport. The closure will also have a significant economic impact and inconvenience for the entire valley. I would simply like to remind everyone that the Runway Safety Area Improvement project that will take place between now and December 31, 2015 is related to an almost ten year exhaustive planning process. The stated goal, as you know, has been to achieve as many FAA design standards as possible and to meet the Congressionally Mandated Safety Area deadline.

The impact the construction project will have on everyone is unfortunate. The Authority, Airport Staff and entire planning team has made every effort possible to schedule construction during a period of time when operations are typically lower. The entire team will make every effort to minimize the impacts of this project whenever possible.

If you have any questions, or if you need additional information, please contact our office at your earliest convenience.

Sincerely,


Richard R. Baird
Airport Manager

FRIEDMAN MEMORIAL AIRPORT

TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.iflysun.com

STREET 1616 Airport Way • Hailey, ID 83333

Rick Baird

From: Angenie McCleary <AMcCleary@co.blaine.id.us>
Sent: Monday, March 03, 2014 12:29 PM
To: Rick Baird
Subject: FW: Airport Parking charges for pick-up of passengers

FYI

From: ptynberg@tynberg.com [<mailto:ptynberg@tynberg.com>]
Sent: Monday, March 03, 2014 10:08 AM
To: Angenie McCleary; fritz.haemmerle.haileycityhall.org@tynberg.com; ssmcb@hotmail.com; fafairfax@aol.com
Subject: Airport Parking charges for pick-up of passengers

To the Friedman Memorial Airport Authority, Blaine County Commissioners, and Hailey City Council Members:

I have been a homeowner in Ketchum since 1980. Although I am here only seasonally, I have to use the airport frequently. I also must pickup guests who fly in to visit us. I find that usually when I pick up friends, I am charged the \$2 minimum charge. It is unusual to be able to get in and out of the parking lot in 1/2 hr. I assume that since 1/2 hour is a free time period, there was an intention that a quick pick-up of passengers should be FREE.

The reason that this allotment of 1/2 hour of free parking for pickup of passenger is unreasonable is because:

- 1) the majority of flights which leave Seattle and Salt Lake City on time arrive here about 20 minutes late. However, as the flights left on time, the airline or the airport airline staffs can't tell you the plane will arrive 20 minutes late (when you must pick up a passenger).
- 2) Most of the airlines use the female staff who work at the airlines' counters, as bag handlers. Therefore, when a planeload of 40 passengers arrives, the passenger must wait 20 minutes to get their bags (instead of the 5-10 minutes if there were 2 male baggage handlers). It is amazing that the lady can get the baggage delivered to the passengers in 20 minutes.

In my experience the time required in the parking lot to pick up a passenger is about 45-50 minutes. I believe that a more reasonable period for free pick-up of passengers should be 60 minutes (if it is the intention of the Friedman Airport Authority that The Car Park Inc. should allow FREE pick-up).

I believe that the public is not well served by the current policy of The car Park Inc in this regard. I am requesting a reply.
Peter Tynberg, M.D.
cc. Mr. Richard Baird



**NOTICE OF A SPECIAL MEETING OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

Public Notice is hereby given that a special meeting of the Friedman Memorial Airport Authority is scheduled for **Thursday, March 20, 2014 at 10:00 a.m. at the Old Blaine County Courthouse**, Hailey, Idaho for the purpose of reviewing and accepting engineer recommendation for contract award to the apparent lowest responsive bidder for the Runway Safety Area, Project 2.

Richard R. Baird, Manager
Friedman Memorial Airport

COPY

January 27, 2014

Friedman Memorial Airport Managers

Re: Employee of The Fourth Quarter 2013

All:

I am pleased to nominate Friedman Memorial Airport ARFF/Ops Officer Todd Emerick for Employee of the 4th Quarter, 2013

Our airport experienced historic change last December and earlier this month, as we inaugurated non-stop jet service to San Francisco and to Salt Lake City. Both of these developments required a tremendous effort in the terminal that included significant installation of IT infrastructure, as well as terminal "face lifting." Many of these changes were due to the introduction of a new Airport Partner, United Express. All of this effort was coordinated, overseen and completed – on time, primarily by Todd Emerick.

Todd's responsibilities include facilities maintenance and oversight, however the scope and significance of this particular project far exceeded what is considered normal and routine. Todd managed numerous projects simultaneously and kept Airport managers continuously apprised of all progress and challenges.

Todd's effort and professionalism are greatly valued assets. With great pride, I request that the managers consider him for Employee of the 4th Quarter.

Sincerely,



Peter R. Kramer
Chief, Emergency Services/Airfield Operations
Friedman Memorial Airport

**Friedman Memorial Airport
Revised Capital Improvement Program, 2014-2018**

| Calendar Year | Project | Total Cost | FAA | | Match/Local Share | | |
|---------------|---|--------------|--------------|---------------|-------------------|-------------|-------------|
| | | | Entitlements | Discretionary | PFC | Airport* | Total |
| 2014 | Hangar Taxiplane Relocation (Match Only - AIP is from 2013) | \$62,500 | \$0 | \$0 | \$62,500 | \$0 | \$62,500 |
| 2014 | South RSA Grading/Relocate Taxiway B | \$8,650,000 | \$1,000,000 | \$7,109,375 | \$1,540,625 | \$0 | \$540,625 |
| 2014 | Terminal Apron Reconstruction | \$1,523,000 | \$0 | \$1,427,813 | \$95,188 | \$0 | \$95,188 |
| 2014 | North Hangar Taxiplane | \$890,000 | \$0 | \$834,375 | \$55,625 | \$0 | \$55,625 |
| 2014 | Hangar Acquisitions | \$1,775,000 | \$0 | \$1,664,063 | \$110,938 | \$0 | \$110,938 |
| 2014 | SRE/ARFF Shop | \$4,206,000 | \$0 | \$3,943,125 | \$262,875 | \$0 | \$262,875 |
| 2014 | Terminal Reconfiguration (AIP Eligible Portion) | \$6,960,000 | \$0 | \$6,525,000 | \$435,000 | \$0 | \$435,000 |
| 2014 | Master Plan Update | \$275,000 | \$0 | \$0 | \$275,000 | \$0 | \$275,000 |
| | Subtotal, 2014 | \$24,341,500 | \$1,000,000 | \$21,503,750 | \$2,837,750 | \$0 | \$1,837,750 |
| 2015 | Terminal Reconfiguration (Bag Screen and Outbound Bag) | \$390,000 | \$0 | \$0 | \$390,000 | \$0 | \$390,000 |
| 2015 | Terminal Reconfiguration (TSA and Airlines) | \$419,250 | \$0 | \$0 | \$0 | \$419,250 | \$419,250 |
| 2015 | Terminal Reconfiguration (Ineligible) | \$181,500 | \$0 | \$0 | \$0 | \$181,500 | \$181,500 |
| 2015 | Acquire SRE | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| 2015 | Master Plan Update | \$275,000 | \$0 | \$0 | \$275,000 | \$0 | \$275,000 |
| 2015 | Airport Admin Office | \$401,000 | \$0 | \$0 | \$0 | \$401,000 | \$401,000 |
| 2015 | North RSA Grading/Relocate Taxiway B | \$2,238,000 | \$1,000,000 | \$1,098,125 | \$139,875 | \$0 | \$139,875 |
| 2015 | Central Bypass Apron | \$186,000 | \$0 | \$174,375 | \$11,625 | \$0 | \$11,625 |
| 2015 | Air Cargo Ramp/North Bypass | \$2,319,000 | \$0 | \$2,174,063 | \$144,938 | \$0 | \$144,938 |
| 2015 | Demo Hangars | \$428,000 | \$0 | \$401,250 | \$26,750 | \$0 | \$26,750 |
| 2015 | Rehabilitate Runway | \$200,000 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 |
| 2015 | Rehabilitate Terminal Parking Lot | \$200,000 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 |
| | Subtotal, 2015 | \$7,737,750 | \$1,000,000 | \$3,847,813 | \$1,488,188 | \$1,401,750 | \$2,889,938 |
| 2016 | Land Acquisition (Alternative 7) | \$3,750,000 | \$1,000,000 | \$2,515,625 | \$234,375 | \$0 | \$234,375 |
| | Subtotal, 2016 | \$3,750,000 | \$1,000,000 | \$2,515,625 | \$234,375 | \$0 | \$234,375 |
| 2017 | Construct Aprons (Alternative 7) | \$1,066,667 | \$1,000,000 | \$0 | \$66,667 | \$0 | \$66,667 |
| 2017 | Terminal Improvements | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| | Subtotal, 2017 | \$1,166,667 | \$1,000,000 | \$0 | \$66,667 | \$100,000 | \$166,667 |
| 2018 | Snow Removal Equipment Storage Building | \$1,066,667 | \$1,000,000 | \$0 | \$66,667 | \$0 | \$66,667 |
| 2018 | Terminal Improvements | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| | Subtotal, 2018 | \$1,166,667 | \$1,000,000 | \$0 | \$66,667 | \$100,000 | \$166,667 |
| TOTAL | | \$38,162,584 | \$5,000,000 | \$27,867,188 | \$4,693,647 | \$1,601,750 | \$5,295,396 |

* Airport costs are costs that can not be reimbursed by PFCs.

March 5, 2014



WORK ORDER 14-05 EXHIBIT A – Scope of Work Friedman Memorial Airport (SUN) Hailey, Idaho

RSA Improvements – Project 5

Reconstruct Terminal Apron/ Airport Operations Building Site Preparation/North Hangar Taxilane and Apron Site Preparation

This Scope of Work describes professional services to be provided in support of the project identified above. Proposed project work includes the following generally described physical improvements to Airport Facilities:

1. Reconstruct the aircraft parking apron north of the existing terminal to accommodate air carrier aircraft. This element will include site preparation for construction of a planned terminal addition.
2. Prepare a site for construction of a new airport operations building, which will include space for Aircraft Rescue and Firefighting, Snow Removal Equipment and airport administrative functions. This element will include relocation of utilities and an access road, construction of an engineered fill for the proposed building and various other elements.
3. Prepare a site for a taxilane, apron and adjacent hangars at the north end of the airfield. This will include relocating utilities and a road and completing earthwork and other related improvements.

INTRODUCTION:

The Friedman Memorial Airport is located in Hailey, Idaho. This airport serves the Wood River Valley region of Idaho, including the Sun Valley resort area. The Airport is currently served by three commercial service air carriers (Delta, United and Horizon Air). A large number of corporate jets and other general aviation aircraft also use the airfield for business, recreation and travel to and from the nearby resort and the large number of second homes in the area. The Friedman Memorial Airport Authority (FMAA) governs and manages the airport under a joint powers agreement between the City of Hailey and Blaine County, who co-sponsor the airport.

The airport does not meet current FAA design standards in several critical areas. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Runway Design Code for the airport is C-III. Due to the geometry and spatial limitations of the existing site, the airport does not meet standards for many criteria, most critically the Runway Safety Area (RSA).

Until recently, the planned solution to these standards deficiencies was to relocate the airport to a new site south of the existing airport and away from the valley cities. The FAA was conducting an



Environmental Impact Statement (EIS) study for a new location until the decision was made to suspend the study in August 2011, due to financial and environmental concerns.

In 2012, FMAA completed a Technical Analysis of available alternatives for improving the airport to meet standards where practical and to identify required Modifications of Standards, where standards cannot be met. This analysis identified seven alternative airport configurations and the costs and possible environmental impacts associated with each. Upon review of the Analysis, the conclusion of the community and the FAA was that Alternative 6 would be pursued, with additional future planning to consider elements of Alternative 7 that are necessary to accommodate airport uses displaced by construction of Alternative 6. A graphic of Alternative 6 is attached.

Alternative 6 identifies projects within the existing perimeter fence at SUN that will accomplish the following:

1. Full compliance with C-III RSA dimensions.
2. Runway to parallel taxiway separation of 320'.
3. All aircraft parking outside of the Runway OFA.

In order to accomplish this, a large amount of construction must be done, including: relocation and extension of the primary parallel taxiway on the west side of Runway 13/31 (Taxiway B); removal of a secondary parallel taxiway on the east side of the runway (Taxiway A); relocation of the airport's SRE/ARFF building, administration building and multiple hangars; reconfiguration of the airport terminal; construction of a new apron and hangar taxilane area; and various other improvements. All of these improvements must be completed prior to December 31, 2015. By Congressional mandate, all commercial service airports must have compliant Runway Safety Areas by that date.

Following selection of this alternative, the airport proceeded with a Formulation Study to refine Alternative 6 and determine how the proposed projects would be completed. Analysis from this Formulation Study is available to assist with the design. Additional phases are planned for FY 2015.

PROJECT APPROACH:

This project includes construction of several elements so that aircraft parking and facilities can be moved to allow for the relocation of the north half of Taxiway B, planned for 2015. The proposed project improvements are shown on the attached exhibit.

The first element of this project is reconstruction of the terminal aircraft parking apron. Commercial service aircraft currently park on the east side of the building, inside the Runway Object Free Area (OFA) and in the path of the future relocated Taxiway B. This aircraft parking must be moved to the north side of the building, onto an existing tie-down apron. This existing apron was designed and constructed to accommodate small general aviation aircraft and must be reconstructed and expanded to accommodate Q400 and CRJ700 aircraft. The pavement must be designed to accommodate these heavier aircraft and configured to allow three of these aircraft to park at once in a "taxi in/tug out" operation. Drainage will be a significant design consideration, as well.

The terminal itself will be reconfigured under a separate project, so that passenger movements to and from the aircraft in this new parking location. This will require an addition at the north end of the building. In order to facilitate this addition, some site work will be accomplished during the apron construction, including utility relocations, excavation and relocation of existing vehicle parking. Analysis of the existing parking configuration after construction will be a significant element of this design. A drawing of the proposed terminal concept is attached.



The second major element of the project will be site development for the future Airport Operations Building, which will include Aircraft Rescue Firefighting and Snow Removal Equipment functions, along with airport administration. These functions all must be relocated to accommodate the relocated Taxiway B. The new building will be sited at a location that requires significant site preparation, including relocation of an access road, fence modifications, utility relocations and construction of a large engineered fill for the building site. The fill construction will include a retaining wall, which will be designed and constructed under this project. A preliminary site plan for the building is available for design of the site preparation elements of the project. A drawing showing this preliminary plan is attached.

The final major element of the project is site preparation and construction of a new taxilane and apron toward the north end of the airport. The taxilane is necessary to access the proposed site for new hangars in that area. Existing hangars in this must be removed as part of the relocation of Taxiway B, and the new hangar sites will be provided to accommodate replacement buildings. As the actual acquisition of the hangars will take place at a later date, the taxilane may not be completed at this time. For the same reason, the apron elements of this project include only initial site preparation: utility relocations, initial fill construction and possibly, construction of a retaining wall. A major element of this design will be analysis of the taxilane, apron and hangar layouts to finalize the geometry, with special attention to taxilane geometry and vehicle access. The proposed site for a relocated Forest Service Helitack base on the airport is also in the same area and must be considered concurrently with project aspects identified. Work elements will include relocation of multiple utilities (power, telephone, water, sewer and natural gas), removal of the existing road and construction of a new access road, and extensive site grading and earthwork to prepare the site. The construction package will not include construction of the taxilane and apron pavement, but the pavement will be designed under this effort.

It is anticipated that AIP will fund 93.75% of eligible project costs. (Match for small hub and non-hub airports in Idaho is 93.75%.) Friedman Memorial Airport will provide all other required funds. The estimated total construction budget for the work items is approximately \$2.5 million.

Professional services to be provided shall include all phases of the project, including design, bidding construction, closeout and grant administration.

Design professional services to be provided shall include incidental planning, civil design, grant administration, preliminary design, final design, and the overall coordination of all phases of the project with the Owner and the FAA. Design Services and associated expenses (Tasks 1-4 below) will be provided on a lump sum basis. Basic planning for this design was completed under the Formulation Study mentioned above, but additional analysis is necessary to refine certain elements of the project.

Construction Services provided under this Work Order will include bidding, construction, closeout and additional services necessary to complete the project. Construction services and associated expenses (Tasks 5-8 below) will be provided on a time and materials basis.

Environmental clearance for this project was accomplished under a previous work effort and no environmental coordination is anticipated for this project.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Project bidding assistance and administration



- Grant administration
- Construction inspection
- Closeout
- Coordination of all phases of the Project with the Owner and the FAA.

CONTRACTS AND BIDDING:

The bidding and construction documents will be structured with at least three bid schedules and at least two construction phases, as described below:

1. Terminal Apron Reconstruction and Airport Operations Building Site Preparation
2. Taxilane and Apron Site Preparation

After bids are opened, Engineer and Owner will discuss possible award options. If adequate funds are available from all sources, all work will be awarded. Award of all elements may not be possible. This Work Order does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

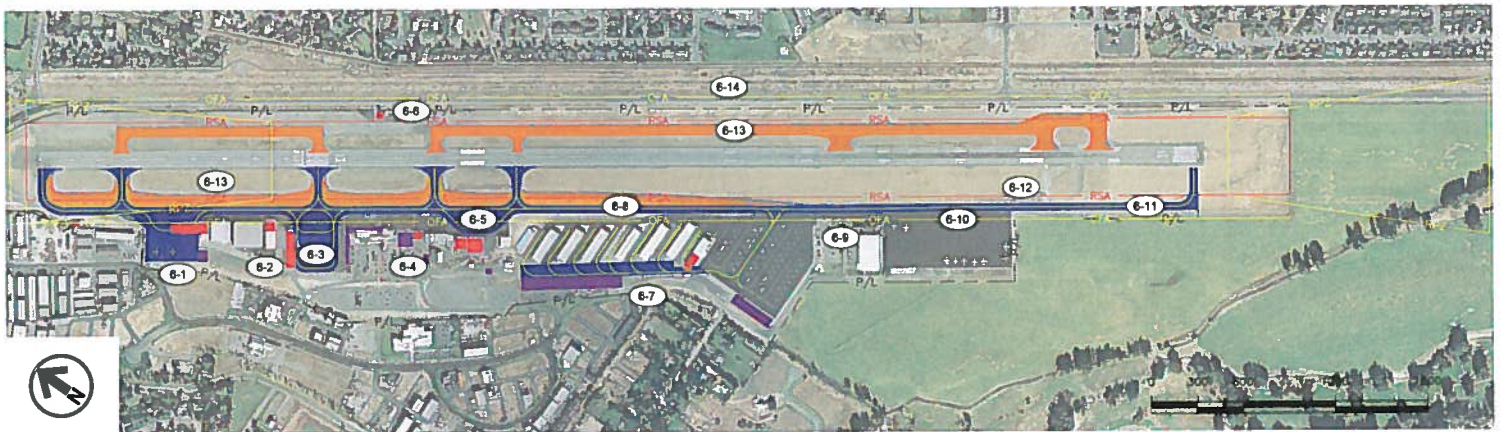
It is anticipated that the project will be completed during the summer and fall of 2014. The project will be funded primarily with discretionary funds. This project must be completed before winter 2014, so that construction on the terminal and Airport Operations Building projects can be completed over the winter and the phases planned for 2015 can be started on time in spring 2015. An aggressive design schedule will be necessary, in order to meet this schedule.

ANTICIPATED STAFFING:

Due to the importance of this project and aggressive schedule, the Owner expects the project to be staffed with experienced personnel in all leadership positions. The project will be led by a Principal in the firm, with one experienced Project Manager leading various elements of the design and construction services. Additional production staff will include an experienced specifier/construction manager and multiple staff engineers/technicians to complete the design. During construction, one experienced resident engineer will be required, with additional assistance during key periods of the project (e.g., paving).

AVAILABLE INFORMATION:

- Airport Layout Plan (ALP) drawings, most recently updated by T-O Engineers in 2014.
- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0016-007 through '036 projects, prepared by Toothman-Orton Engineering Co. (now T-O Engineers).
- Geotechnical information collected during design of Project 2 in late 2013.
- 2012 Technical Analysis, prepared by T-O Engineers.
- Analysis completed under a separate Project Formulation effort, including an abbreviated updated to the ALP to reflect the projects identified in Alternative 6.



| ITEM | DESCRIPTION |
|------|--|
| 6-1 | RELOCATE AIRCRAFT PARKING/HANGARS, RECONSTRUCT BUS ROUTE ACCESS ROAD, CLOSE WINTER BUS ROUTE |
| 6-2 | REMOVE HANGARS, RELOCATE ELECTRICAL VAULT |
| 6-3 | TERMINAL AIRCRAFT PARKING |
| 6-4 | RELOCATE AIRPORT OFFICES, AND HANGAR |
| 6-5 | REMOVE HANGARS, RELOCATE DE-CONFLUION |
| 6-6 | RELOCATE AIR TRAFFIC CONTROL TOWER |
| 6-7 | NEW TAXILANE TO ACCESS T-HANGARS |
| 6-8 | RELOCATE TAXIWAY B |

| ITEM | DESCRIPTION |
|------|---|
| 6-9 | RELOCATE EXISTING FBO FENCE AND PORTION OF PARKING LOT OUTSIDE OF TAXIWAY OFA |
| 6-10 | LOSS OF PARKING DURING HIGH DEMAND: 79,000 SF |
| 6-11 | EXTEND TAXIWAY B |
| 6-12 | RELOCATE AWOS |
| 6-13 | REMOVE PAVEMENT AND GRADE RSA |
| 6-14 | HIGHWAY 75 ALIGNMENT REMAINS THE SAME |

AIRCRAFT PARKING IMPACTS

| | |
|-------------------|-------------|
| FBO: | -39,000 SF |
| GENERAL AVIATION: | -85,000 SF |
| TERMINAL APRON: | +41,200 SF |
| AIR CARGO APRON: | -88,500 SF |
| NET DIFFERENCE: | -181,300 SF |

LEGEND

| | |
|--------------|--|
| 6-1 | KEY NUMBER |
| [Blue Box] | NEW AIRFIELD PAVEMENT |
| [Purple Box] | NEW BUILDING / HANGAR / STRUCTURE AREA |
| [Red Box] | BUILDING / HANGAR / STRUCTURE REMOVAL |
| [Orange Box] | PAVEMENT REMOVAL |

POTENTIAL MODIFICATIONS REQUIRED

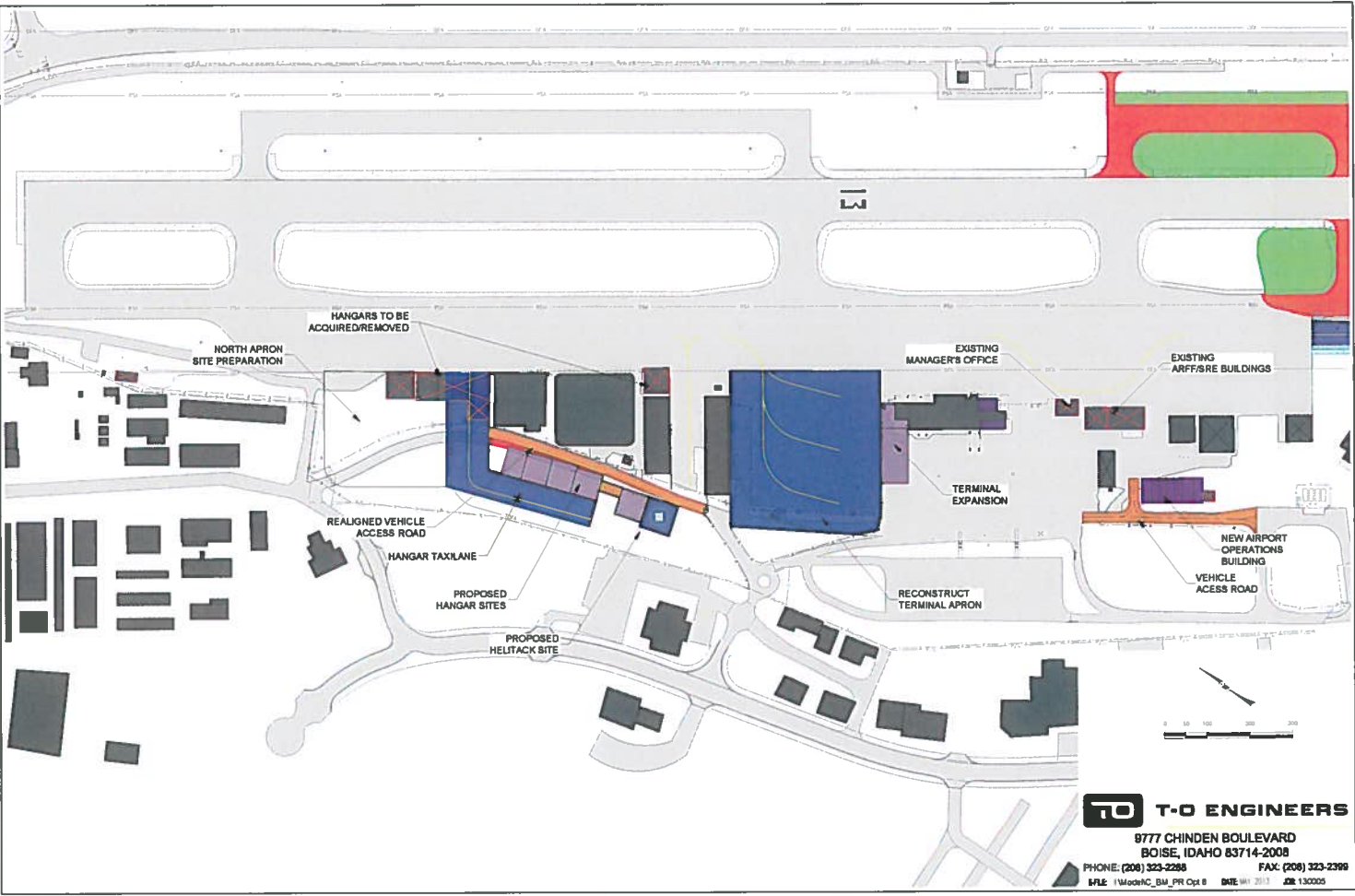
| AIRPORT DESIGN STANDARD | STANDARD DIMENSIONS | POTENTIAL MODIFICATIONS REQUIRED AS SHOWN |
|---------------------------------------|---------------------|---|
| RUNWAY TO PARALLEL TAXIWAY SEPARATION | 400' | 320' |
| RUNWAY TO AIRCRAFT PARKING | 500' | 400' |
| RUNWAY OFA GRADING | 10:1 | 4:1 |
| RUNWAY OFA CLEARING | NO FIXED OBJECTS | HWY 75/BUILDINGS AT NE CORNER |
| TAXIWAY OBJECT FREE AREA | 188' | 180' |

NOTES

1. THIS ALTERNATIVE RESULTS IN A NET LOSS OF 2 HANGARS.
2. OPERATIONAL CHALLENGES (SHOW REMOVAL/DISPOSAL, ETC.) WILL BE CREATED BY THIS ALTERNATIVE.
3. EXISTING STORM DRAINAGE DISPOSAL SYSTEM WILL REQUIRE EXTENSIVE MODIFICATION.

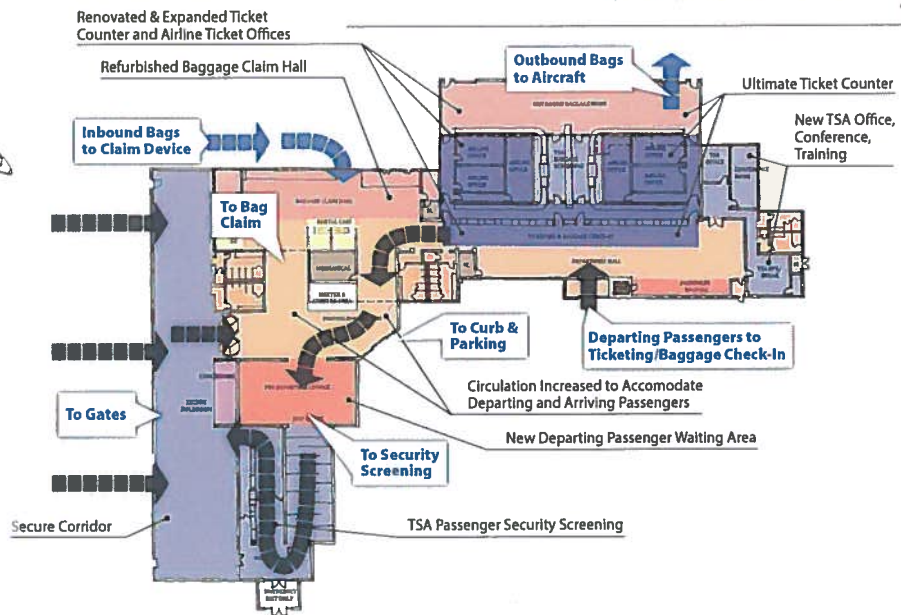
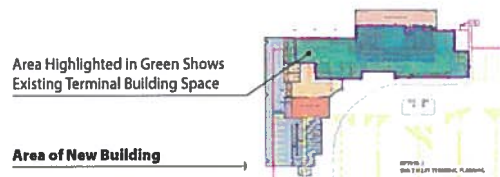
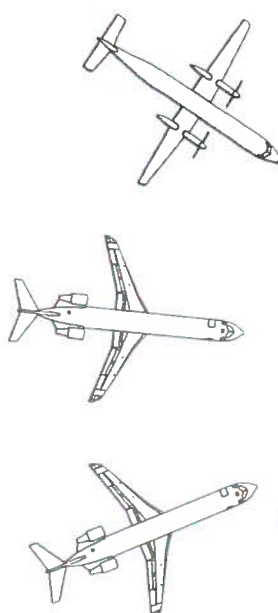
DRAFT

THIS DRAFT PLAN IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT WITHOUT WRITTEN PERMISSION OF T-O ENGINEERS IS STRICTLY PROHIBITED.

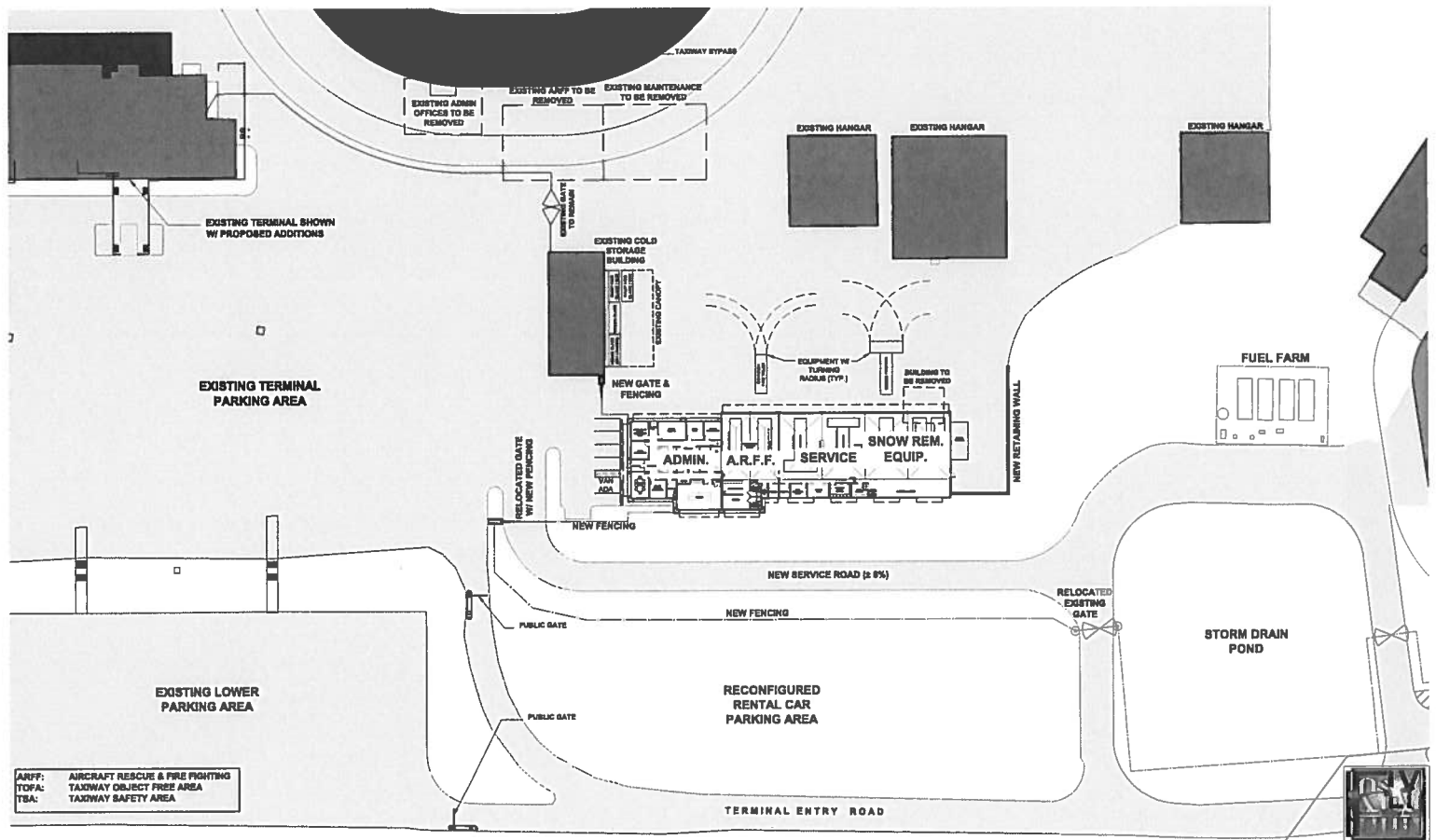


T-O ENGINEERS
9777 CHINDEN BOULEVARD
BOISE, IDAHO 83714-2008
PHONE: (208) 323-2298 FAX: (208) 323-2399
FILE: T-MasterC_BM_PR_Opt 8 DATE: 01/15/2015 JOB: 130005

| | |
|--------------------|-----------|
| Existing Terminal: | 14,320 SF |
| Proposed Terminal: | 28,273 SF |
| Renovation | 6,994 SF |
| New Construction | 13,953 SF |
| Total | 20,947 SF |



Option 3: Preferred Alternative
Simplified Terminal Building Addition



PREPARED BY:
 RUDOLPH/LAD-AM/BLANTON ARCHITECTS P.A.
 MARCH 4, 2014

OPTION 1 - ONE STORY SCHEME FRIEDMAN MEMORIAL AIRPORT

SITE STUDY
 SCALE: 1" = 60'-0"





SCOPE OF PROFESSIONAL SERVICES

TASK 1 - ADMINISTRATION

During the course of the Project the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget and approach to project. Travel to and meet with the Airport to discuss the project scope and approach.
- 1.2 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and construction administration of the work.
- 1.3 Provide Scope of Work and blank cost proposal spreadsheet to Owner for use in obtaining an Independent Fee Estimator for review. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

TASK 2 – PRELIMINARY (35%) DESIGN

The following Consultant tasks are necessary to complete the initial design of the project. This design will incorporate and refine project formulation and planning completed under previous planning and formulation efforts.

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Utilize topographic survey gathered in May of 2013 to design the project. Engineer shall analyze the data and prepare base drawings and digital terrain models of specific project areas necessary for this analysis and design. Base drawings shall include all topographic information plus known underground utilities, structures, NAVAIDs, etc.
- 2.3 Review geotechnical information gathered in December 2013 for relevancy to this design. Adequate geotechnical information is available for this design – this task includes only reviewing that information and collecting the applicable portions of the report.
- 2.4 Review terminal parking apron horizontal geometry, to verify the parking configuration for three commercial service aircraft (Q400 and CRJ700), along with space for ground equipment, etc.
- 2.5 Develop a preliminary grading and drainage concept for the terminal apron. This must consider the proposed terminal addition and other existing facilities and features that will remain. Drainage



must consider treatment and disposal of stormwater in on-site swales and drywells, adjacent to the apron. The use of aircraft de-icing chemicals on the apron, and appropriate collection, treatment and disposal of those chemicals, also must be considered in the design.

- 2.6 In coordination with the proposed terminal addition layout (prepared by others), prepare a preliminary site plan for the terminal addition site. This will include rough excavation of the building footprint and surrounding area, with other related improvements.
- 2.7 Analyze terminal parking lot, based on impacts to the existing parking configuration from construction of the terminal addition. The addition will eliminate a number of spaces and impact traffic flow in the lot. This task will include evaluation of alternatives and discussion with the Owner to determine the best configuration to replace lost spaces and ensure efficient traffic flow in the lot.
- 2.8 Develop a site plan for the Airport Operations Building, based on the preliminary site plan prepared by others. Complete preliminary design of utility relocations, traffic flow, grading and drainage. Identify required location and height for retaining wall and, with the assistance of a qualified subconsultant, complete a preliminary design of the wall.
- 2.9 Develop a preliminary design for the layout and geometry of the north taxiway/apron/hangar complex. This will include review of aircraft taxiing requirements (Taxiway Safety Area and Object Free Area dimensions, etc.) and related layout of hangar sites, road, vehicle parking, etc. Analyze overall dimensions of the apron, as well. Refinements of the geometry in this complex will include an analysis of the vertical geometry to determine the required height of a retaining wall along the north and west sides of the apron, as well as drainage considerations. Complete a preliminary design of the retaining wall in this area, with the assistance of a qualified subconsultant.
- 2.10 Develop a preliminary Construction Safety and Phasing Plan (CSPP). This CSPP shall clearly describe the different construction phases and aircraft operations during each phase. The preliminary CSPP shall be submitted to FAA for review and comment as early in the project development process as possible.
- 2.11 Identify utilities that must be relocated and coordinate with various public utilities responsible. It is anticipated that this will include underground power and associated transformers, telephone, natural gas, water and sewer. All or some of these utilities are located at each of the three work sites in the project. Prepare an overall utility relocation plan for each of the three sites and travel to Hailey to coordinate on site with each utility. It is anticipated power, natural gas and telephone relocations will be designed by the individual utility companies. Water and sewer relocations will be designed by Consultant.
- 2.12 Based on input received from City of Hailey during Task 2.11, prepare a preliminary sewer relocation design. It is anticipated approximately 800 feet of sewer line will require relocation.
- 2.13 Based on input received from City of Hailey during Task 2.11, prepare a preliminary water relocation and extension design. It is anticipated approximately 600 feet of water line will require relocation and a new water line extension will be necessary to provide water to the Airport Operations Building site.



- 2.14 Based on aircraft traffic on the airport, design recommended pavement sections for the terminal apron, north hangar taxilane and north apron. Design of the terminal apron will consider both asphalt and Portland cement concrete pavements. Complete a life cycle analysis to select the preferred alternative. All Design analysis shall conform to the current version of FAA AC 150/5320-6. Prepare a report for inclusion in the Engineer's Design Report.
- 2.15 Design fencing and gates to secure the designed terminal apron, AOB site and north apron/taxilane site. Each site will include at least one automated gate, with associated electrical service and connections to the airport's access control system.
- 2.16 Develop a draft table of contents for bid and contract documents and technical specifications, which will identify appropriate sections necessary for completion of the project.
- 2.17 Prepare preliminary drawings for the project, which will be limited to: Cover Sheet; Construction Layout Plan; Safety and Phasing Plans; Plan Sheets for the three project areas; and preliminary Utility Plans (estimated 12 sheets, total).
- 2.18 Prepare preliminary opinions of construction cost and construction time required to complete construction of the various elements of the project.
- 2.19 Meet with Owner to discuss preliminary design, including review of preliminary plans. This meeting is anticipated to take place at the airport, with two members of the project team in attendance.
- 2.20 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting in Hailey with the Airport Staff and airport users (separate from the preliminary plan review above) to discuss the preliminary design and refine the project approach, schedule, phasing and budget.
- 2.21 Coordinate internally with T-O staff during this phase of the project as necessary.

TASK 3 – 65% DESIGN

The 65% design services shall commence upon completion of Phase 2 tasks and shall include:

- 3.1 Finalize grading and site design for the terminal apron area and terminal addition site.
- 3.2 Finalize design of parking lot modifications.
- 3.3 Finalize surface and subsurface drainage design for disposal of storm drainage from the terminal apron area. Prepare a report for inclusion in the Engineer's Design Report.
- 3.4 Finalize grading and site design for the Airport Operations Building, including drainage design.
- 3.5 Finalize grading and site design for the north taxilane/apron/hangar complex, including drainage design. Though construction will not include paving these areas this year, grading design will be completed for the paved surface, and then also consider the temporary situation, without pavement through the winter.
- 3.6 Finalize fencing and gate design, including design of electrical service for each gate site. Electrical design will be completed with the assistance of a qualified subconsultant.



- 3.7 Finalize sewer design, including coordination with City of Hailey.
- 3.8 Finalize water design, including coordination with City of Hailey.
- 3.9 Develop an erosion and sediment control plan for all three areas of the project, to be included in the bidding and construction drawings. This plan shall apply approved Best Management Practices for the State of Idaho.
- 3.10 Develop a pavement marking plan for the terminal aircraft parking apron.
- 3.11 Prepare preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 and current regional notices. Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms and other contract documents and "boiler plate" items necessary to solicit bids and execute contracts following award.
- 3.12 Prepare a preliminary design and construction plan set to a completion level of approximately 65%. The anticipated number of sheets in this submittal is 25 sheets. Submit two sets to Owner for review and comment. Meet with Owner to review the plans and obtain additional direction for completion of the design and construction plans. This meeting will be held in Hailey with two members of the project team in attendance.
- 3.13 Revise preliminary cost estimates, based on preliminary design.
- 3.14 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 3.15 Coordinate with the Owner and FAA during this phase of the project, including a separate visit to discuss the design revisions and progress.

TASK 4 - FINAL DESIGN

The Final Design task shall include the preparation of detailed construction plans and specifications, bid and contract documents suitable for obtaining competitive bids for construction of improvements, along with required design report, cost estimates and other design documents. Final Design Services shall include the following work tasks:

- 4.1 Revise design to reflect comments from Owner at 65% design review phase.
- 4.2 Prepare 95% design and construction plans. Total number of sheets is anticipated to be 25.
- 4.3 Prepare 95% construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports", including regional Notices published by the FAA Seattle Airports Districts Office.
- 4.4 Prepare a final engineer's opinion of probable construct cost, based on the final design.
- 4.5 Prepare a stand-alone Construction Safety and Project Phasing plan, including final versions of drawings submitted during Task 2, along with a narrative plan describing the project phasing implementation.
- 4.6 Prepare the Engineer's Design Report including plan review checklists in conformance with FAA guidelines and submit with plans and specifications for FAA review.
- 4.7 Submit 95% design drawings, specifications and design report to Owner and FAA for final review and comment. An on-site design review meeting with airport staff will be held at the airport in Hailey, with two members of the design team in attendance. Review comments from the FAA will be received by telephone or electronically.



- 4.8 Revise drawings and specifications based on final review comments and prepare 100% (bid set) documents. Submit up to three complete sets of final documents to Owner and one set of final documents to the FAA.
- 4.9 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 4.10 Coordinate with the Owner and FAA during this phase of the project.

TASK 5 - BIDDING

Assist the Owner in the competitive sealed bid process. The Owner completed a pre-qualification process for contractors interested in bidding on this project under an earlier Work Order. The bidding process will be limited to contractors who were pre-qualified under that process – a public bidding process will not be necessary. This Task also includes services to prepare and process contract award and construction agreement documents for the Owner. Bidding services shall include the following tasks:

- 5.1 Administer the bid process including bid document reproduction and distribution of documents to pre-qualified contractors and plan rooms. Maintain a “bidders list” and distribute plans as requested. Assist Owner in promoting bidder interest among pre-qualified contractors.
- 5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed a Project Manager and one additional staff member will attend the Pre-Bid Conference.
- 5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.
- 5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is anticipated that the Consultant will attend and conduct the Bid Opening in Hailey. After opening bids, Consultant will take copies back to the Boise office, to evaluate the qualifications of bidders and responsiveness to bidding criteria, including compliance with Buy American requirements.
- 5.5 Prepare a detailed Bid Tabulation documenting bid results and submit to Owner and FAA.
- 5.6 Assist the Owner with review and analysis of bids received, in accordance with Program Guidance Letter 12-03. Provide Engineer's recommendation of award letter to Owner.
- 5.7 Prepare and distribute Notice of Award, Construction Agreement and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by Contractor, and assist Owner and Contractor in processing documents for the project.
- 5.8 Coordinate with FAA and Owner throughout the bid and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.



TASK 6 - CONSTRUCTION

During construction, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Time for construction services assumes completion of the project on a normal work schedule (five-day work weeks). The total number of calendar days for this project is anticipated to be 90. Any construction time overruns beyond the assumptions stated here may require additional Consultant time and associated fees. These additional fees will be negotiated by addendum to this Work Order. Construction services shall more specifically include the following work tasks:

- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner in Hailey; and prepare and issue minutes of the Pre-Construction Conference. Advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete FAA Pre-Construction conference checklist. It is anticipated the Principal, project manager and resident engineer will attend the pre-construction conference.
- 6.2 Prepare a construction management plan for the project, in accordance with FAA guidance.
- 6.3 Review, comment, and process Contractors' submittals (including review for compliance with Buy American requirements), particularly Work Schedule, Operational Safety Plan, and Quality Control Plan. Assist Contractor as required, clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with Owner.
- 6.4 Provide one experienced Resident Project Representative at all times during construction to monitor and document construction activities, conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary. During paving operations, an additional experienced staff member will also be onsite.
- 6.5 Organize and conduct one construction meeting per week with Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site at the airport. Project Manager will also attend all meetings. Anticipate 12 total meetings during project duration.
- 6.6 Provide office administration support and assistance to the Resident Project Representatives with senior design, management or other personnel as field activities may require.
- 6.7 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment.
- 6.8 Monitor and coordinate Contractor Quality Control Program pursuant to current FAA specifications for Quality Control and Quality Assurance. This will include all required Quality Assurance testing, to be performed by a qualified testing laboratory.



- 6.9 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Advise and coordinate with FAA of inspection dates. Produce substantial and final completion inspection certificates and document "punch list" items. It is anticipated that senior design or management personnel will attend either the Substantial Completion or Final Inspection at the Airport.
- 6.10 Assist Owner with review of Contractor Wage and EEO documentation review.
- 6.11 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.
- 6.12 Coordinate with Owner and FAA throughout the construction process. Submit required construction documentation, including weekly activity report forms, mix designs, change orders, etc. Coordinate with Owner and FAA verbally concerning change orders, as required.
- 6.13 Travel time for Consultant personnel associated with tasks listed in Task 6.

TASK 7 – CLOSEOUT/DOCUMENTATION

Task 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings for project improvements. Provide Owner with copies of Record Drawings, including two electronic copies (PDF) – one for Owner and one to be submitted to the FAA.
- 7.2 Prepare an As-Constructed Airport Layout Plan (ALP) to document improvements.
- 7.3 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines.
- 7.4 Coordinate with Contractors on Owner's behalf to obtain lien releases from subcontractors and Prime Contractor in preparation to making final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.5 Assist Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project certifications.

TASK 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks. A Grant Application for this project was prepared under a previous Work Order.
 - 8.1.1 Assist the Owner to prepare and process required certifications for submittal to the FAA.
 - 8.1.2 Provide periodic project budget updates to Owner during prosecution of the work.



- 8.2 Assist the Owner with Disadvantaged Business Enterprise (DBE) reporting. Goals are not necessary for this project, as the airport completed three-year goals in 2013. DBE services to be provided shall include annual reporting for FY 2014 only.
- 8.3 Provide geotechnical services required for the project. These services are anticipated to be performed by a qualified subconsultant and will include services only during construction (information required for design was collected during an earlier project). The geotechnical subconsultant will provide testing necessary for quality assurance during construction. Consultant's services will include coordination with the subconsultant to ensure that appropriate testing is completed.
- 8.4 Subconsultant Coordination: Coordinate with the following subconsultants for assistance with elements of the design.
 - 8.4.1 Structural: Structural assistance will be necessary to accomplish the calculations and technical design of retaining walls at two locations.
 - 8.4.2 Electrical: Electrical assistance will be necessary to complete design of the power supplies for new automated gate locations.
- 8.5 Utility Coordination: Coordinate with the following utility companies regarding relocation of utilities in the project areas.
 - 8.5.1 Idaho Power (electrical). After Consultant identifies required electrical relocations, Idaho Power will design and construct the relocations independently. This task includes coordination with Idaho Power as needed, during design and construction.
 - 8.5.2 CenturyLink (telephone). After Consultant identifies required telephone relocations, CenturyLink will design and construct the relocations independently. This task includes coordination with CenturyLink as needed, during design and construction.
 - 8.5.3 Intermountain Gas (natural gas). After Consultant identifies required natural gas relocations, Intermountain Gas will design and construct the relocations independently. This task includes coordination with Intermountain Gas as needed, during design and construction.
 - 8.5.4 City of Hailey (water and sewer). As described previously, Consultant shall design water and sewer. This coordination task includes review of proposed design with the City and coordination before, during and after construction.
- 8.6 Assist and coordinate with independent auditors to locate appropriate documents for performing A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractors wage rates and interview forms as required.
- 8.7 Assist the Owner with preparation of a Notice of Intent to be filed for the project Storm Water Pollution Prevention Plan (SWPPP). The Contractor will be responsible to file a separate Notice of Intent and comply with the SWPPP as shown in the plans. Consultant shall monitor the Contractor's performance of these tasks throughout construction.



PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks.

| ACTIVITY | COMPLETION |
|--|------------------|
| Scope of Work Approval | March 11, 2014 |
| Complete Independent Fee Estimate Review | April 8, 2014 |
| Work Order Negotiation Complete | April 8, 2014 |
| Initiate Design | April 2014 |
| Preliminary Design – Complete | April 18, 2014 |
| 65% Design Complete | May 9, 2014 |
| 95% Design Complete | May 23, 2014 |
| Final Design Complete/Distribute Documents | May 29, 2014 |
| Bid Opening | June 26, 2014 |
| Award Project | July 1, 2014 |
| Begin Construction | August 4, 2014 |
| Construction Complete | October 31, 2014 |
| Closeout | February 2015 |

Dates are subject to change, based on grant timing, weather and the needs of the Owner.

Application for Federal Assistance SF-424

*1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*2. Type of Application

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

*Other (Specify)

*3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Hailey and Blaine County

*b. Employer/Taxpayer Identification Number (EIN/TIN):
82-0474066

*c. Organizational DUNS:
15599 3603

d. Address:

*Street 1: 1616 Airport Circle
Street 2: _____
*City: Hailey
County: Blaine
*State: Idaho
Province: _____
*Country: USA
*Zip / Postal Code 83333

e. Organizational Unit:

Department Name:
Friedman Memorial Airport

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: Richard
Middle Name: Ray
*Last Name: Baird
Suffix: _____

Title: Airport Manager

Organizational Affiliation:
N/A

*Telephone Number: (208) 788-9003

Fax Number: 208 788-9852

*Email: rick@flyfma.com

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

B. County Government

Type of Applicant 2: Select Applicant Type:

C. City or Township Government

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10. Name of Federal Agency:**

Federal Aviation Administration (FAA)

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

12. Funding Opportunity Number:

Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Cities of Hailey, Bellevue, Ketchum and Sun Valley; Blaine County; Southern Idaho

***15. Descriptive Title of Applicant's Project:**

RSA Improvements Phase 2 - Relocate southern portion of Taxiway B; Extend Taxiway B to the south end of Runway 13-31; Remove southern portion of Taxiway A; Runway Safety Area grading and drainage improvements; Airfield lighting relocations; Relocate Automated Weather Observation System; Relocate utilities, including power supply to Precision Approach Path Indicator; Relocate perimeter fencing; Reconfigure/expand terminal building; Reconstruct terminal aircraft parking apron; Relocate (construct new) ARFF/SRE building; Acquire hangars and helitack facility; Construct north hangar taxiway; Reconfigure north hangar access road; Construct north apron.

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424**16. Congressional Districts Of:***a. Applicant: 2nd Idaho*b. Program/Project: 2nd Idaho

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: November 2013

*b. End Date: December 2015

18. Estimated Funding (\$):

| | |
|--------------------|------------------|
| *a. Federal | \$ 22,503,750.00 |
| *b. Applicant | \$1,500,250.00 |
| *c. State | |
| *d. Local | |
| *e. Other | |
| *f. Program Income | |
| *g. TOTAL | \$ 24,004,000.00 |

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on ____.
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E. O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. *First Name: Richard

Middle Name: Ray

*Last Name: Baird

Suffix: _____

*Title: Airport Manager

*Telephone Number: (208)788-9003

Fax Number: (208) 788-9852

* Email: rick@flyfma.com

*Signature of Authorized Representative:

*Date Signed:

Application for Federal Assistance SF-424

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 60 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form (including the continuation sheet) required for use as a cover sheet for submission of preapplications and applications and related information under discretionary programs. Some of the items are required and some are optional at the discretion of the applicant or the Federal agency (agency). Required items are identified with an asterisk on the form and are specified in the instructions below. In addition to the instructions provided below, applicants must consult agency instructions to determine specific requirements.

| Item | Entry: | Item | Entry: |
|------|--|------|--|
| 1. | Type of Submission: (Required): Select one type of submission in accordance with agency instructions. <ul style="list-style-type: none"> • Preapplication • Application • Changed/Corrected Application – If requested by the agency, check if this submission is to change or correct a previously submitted application. Unless requested by the agency, applicants may not use this to submit changes after the closing date. | 10. | Name Of Federal Agency: (Required) Enter the name of the Federal agency from which assistance is being requested with this application. |
| | | 11. | Catalog Of Federal Domestic Assistance Number/Title: Enter the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested, as found in the program announcement, if applicable. |
| 2. | Type of Application: (Required) Select one type of application in accordance with agency instructions. <ul style="list-style-type: none"> • New – An application that is being submitted to an agency for the first time. • Continuation - An extension for an additional funding/budget period for a project with a projected completion date. This can include renewals. • Revision - Any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter(s). More than one may be selected. If "Other" is selected, please specify in text box provided. <ul style="list-style-type: none"> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration E. Other (specify) | 12. | Funding Opportunity Number/Title: Enter the Funding Opportunity Number and title of the opportunity under which assistance is requested, as found in the program announcement. |
| | | 13. | Competition Identification Number/Title: Enter the Competition Identification Number and title of the competition under which assistance is requested, if applicable. |
| | | 14. | Areas Affected By Project: List the areas or entities using the categories (e.g., cities, counties, states, etc.) specified in agency instructions. Use the continuation sheet to enter additional areas, if needed. |
| 3. | Date Received: Leave this field blank. This date will be assigned by the Federal agency. | 15. | Descriptive Title of Applicant's Project: (Required) Enter a brief descriptive title of the project. If appropriate, attach a map showing project location (e.g., construction or real property projects). For preapplications, attach a summary description of the project. |
| 4. | Applicant Identifier: Enter the entity identifier assigned by the Federal agency, if any, or applicant's control number, if applicable. | | |
| 5a. | Federal Entity Identifier: Enter the number assigned to your organization by the Federal Agency, if any. | 16. | Congressional Districts Of: (Required) 16a. Enter the applicant's Congressional District, and 16b. Enter all District(s) affected by the program or project. Enter in the format: 2 characters State Abbreviation – 3 characters District Number, e.g., CA-005 for California 5 th district, CA-012 for California 12 th district, NC-103 for North Carolina's 103 rd district. <ul style="list-style-type: none"> • If all congressional districts in a state are affected, enter "all" for the district number, e.g., MD-all for all congressional districts in Maryland. • If nationwide, i.e. all districts within all states are affected, enter US-all. • If the program/project is outside the US, enter 00-000. |
| 5b. | Federal Award Identifier: For new applications leave blank. For a continuation or revision to an existing award, enter the previously assigned Federal award identifier number. If a changed/corrected application, enter the Federal Identifier in accordance with agency instructions. | | |
| 6. | Date Received by State: Leave this field blank. This date will be assigned by the State, if applicable. | | |
| 7. | State Application Identifier: Leave this field blank. This identifier will be assigned by the State, if applicable. | | |
| 8. | Applicant Information: Enter the following in accordance with agency instructions: <ul style="list-style-type: none"> a. Legal Name: (Required): Enter the legal name of applicant that will undertake the assistance activity. This is the name that the organization has registered with the Central Contractor Registry. Information on registering with CCR may be obtained by visiting the Grants.gov website. b. Employer/Taxpayer Number (EIN/TIN): (Required): Enter the Employer or Taxpayer Identification Number (EIN or TIN) as assigned by the Internal Revenue Service. If your organization is not in the US, enter 44-4444444. c. Organizational DUNS: (Required) Enter the organization's DUNS or DUNS+4 number received from Dun and Bradstreet. Information on obtaining a DUNS number may be obtained by visiting the Grants.gov website. d. Address: Enter the complete address as follows: Street address (Line 1 required), City (Required), County, State (Required, if country is US), Province, Country (Required), Zip/Postal Code (Required, if country is US). e. Organizational Unit: Enter the name of the primary organizational unit (and department or division, if applicable) that will undertake the | 17. | Proposed Project Start and End Dates: (Required) Enter the proposed start date and end date of the project. |
| | | 18. | Estimated Funding: (Required) Enter the amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines, as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses. |
| | | 19. | Is Application Subject to Review by State Under Executive Order 12372 Process? Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the |

| | | | | | |
|--|--|--|--|-----|---|
| | <p>assistance activity, if applicable.</p> <p>f. Name and contact information of person to be contacted on matters involving this application: Enter the name (First and last name required), organizational affiliation (if affiliated with an organization other than the applicant organization), telephone number (Required), fax number, and email address (Required) of the person to contact on matters related to this application.</p> | | <p>State intergovernmental review process. Select the appropriate box. If "a." is selected, enter the date the application was submitted to the State</p> | | |
| | | 20. | <p>Is the Applicant Delinquent on any Federal Debt? (Required) Select the appropriate box. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes.</p> <p>If yes, include an explanation on the continuation sheet.</p> | | |
| 9. | <p>Type of Applicant: (Required) Select up to three applicant type(s) in accordance with agency instructions.</p> <table border="1"> <tr> <td> <p>A. State Government</p> <p>B. County Government</p> <p>C. City or Township Government</p> <p>D. Special District Government</p> <p>E. Regional Organization</p> <p>F. U.S. Territory or Possession</p> <p>G. Independent School District</p> <p>H. Public/State Controlled Institution of Higher Education</p> <p>I. Indian/Native American Tribal Government (Federally Recognized)</p> <p>J. Indian/Native American Tribal Government (Other than Federally Recognized)</p> <p>K. Indian/Native American Tribally Designated Organization</p> <p>L. Public/Indian Housing Authority</p> </td><td> <p>M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>O. Private Institution of Higher Education</p> <p>P. Individual</p> <p>Q. For-Profit Organization (Other than Small Business)</p> <p>R. Small Business</p> <p>S. Hispanic-serving Institution</p> <p>T. Historically Black Colleges and Universities (HBCUs)</p> <p>U. Tribally Controlled Colleges and Universities (TCCUs)</p> <p>V. Alaska Native and Native Hawaiian Serving Institutions</p> <p>W. Non-domestic (non-US) Entity</p> <p>X. Other (specify)</p> </td></tr> </table> | <p>A. State Government</p> <p>B. County Government</p> <p>C. City or Township Government</p> <p>D. Special District Government</p> <p>E. Regional Organization</p> <p>F. U.S. Territory or Possession</p> <p>G. Independent School District</p> <p>H. Public/State Controlled Institution of Higher Education</p> <p>I. Indian/Native American Tribal Government (Federally Recognized)</p> <p>J. Indian/Native American Tribal Government (Other than Federally Recognized)</p> <p>K. Indian/Native American Tribally Designated Organization</p> <p>L. Public/Indian Housing Authority</p> | <p>M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>O. Private Institution of Higher Education</p> <p>P. Individual</p> <p>Q. For-Profit Organization (Other than Small Business)</p> <p>R. Small Business</p> <p>S. Hispanic-serving Institution</p> <p>T. Historically Black Colleges and Universities (HBCUs)</p> <p>U. Tribally Controlled Colleges and Universities (TCCUs)</p> <p>V. Alaska Native and Native Hawaiian Serving Institutions</p> <p>W. Non-domestic (non-US) Entity</p> <p>X. Other (specify)</p> | 21. | <p>Authorized Representative: (Required) To be signed and dated by the authorized representative of the applicant organization. Enter the name (First and last name required) title (Required), telephone number (Required), fax number, and email address (Required) of the person authorized to sign for the applicant.</p> <p>A copy of the governing body's authorization for you to sign this application as the official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)</p> |
| <p>A. State Government</p> <p>B. County Government</p> <p>C. City or Township Government</p> <p>D. Special District Government</p> <p>E. Regional Organization</p> <p>F. U.S. Territory or Possession</p> <p>G. Independent School District</p> <p>H. Public/State Controlled Institution of Higher Education</p> <p>I. Indian/Native American Tribal Government (Federally Recognized)</p> <p>J. Indian/Native American Tribal Government (Other than Federally Recognized)</p> <p>K. Indian/Native American Tribally Designated Organization</p> <p>L. Public/Indian Housing Authority</p> | <p>M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)</p> <p>O. Private Institution of Higher Education</p> <p>P. Individual</p> <p>Q. For-Profit Organization (Other than Small Business)</p> <p>R. Small Business</p> <p>S. Hispanic-serving Institution</p> <p>T. Historically Black Colleges and Universities (HBCUs)</p> <p>U. Tribally Controlled Colleges and Universities (TCCUs)</p> <p>V. Alaska Native and Native Hawaiian Serving Institutions</p> <p>W. Non-domestic (non-US) Entity</p> <p>X. Other (specify)</p> | | | | |

PART II

PROJECT APPROVAL INFORMATION
SECTION AItem 1.

Does this assistance request require State, local, regional, or other priority rating?

☐ Yes ☒ No

Name of Governing Body:

Priority:

Item 2.

Does this assistance request require State, or local advisory, educational or health clearances?

☐ Yes ☒ NoName of Agency or Board:
(Attach Documentation)Item 3.

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

☐ Yes ☒ No

(Attach Comments)

Item 4.

Does this assistance request require State, local, regional or other planning approval?

☐ Yes ☒ No

Name of Approving Agency:

Date: / /

Item 5.

Is the proposal project covered by an approved comprehensive plan?

☐ Yes ☒ No

Check one:

State

Local

Regional

☐
☐
☐

Location of Plan:

Item 6.

Will the assistance requested serve a Federal installation?

☐ Yes ☒ No

Name of Federal Installation:

Federal Population benefiting from Project:

Item 7.

Will the assistance requested be on Federal land or installation?

☐ Yes ☒ No

Name of Federal Installation:

Location of Federal Land:

Percent of Project:

Item 8.

Will the assistance requested have an impact or effect on the environment?

☐ Yes ☒ No

No adverse impact anticipated, but analysis and environmental checklist will be completed.

Item 9.

Will the assistance requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes ☒ No

Number of:

Individuals:

Families:

Businesses:

Farms:

Item 10.

Is there other related Federal assistance on this project previous, pending, or anticipated?

☐ Yes ☒ No

See instructions for additional information to be provided.

INSTRUCTIONS FOR 5100-100 PART II A

Project Approval Information

Negative answers will not require an explanation unless the federal agency requests more information at a later date. Provide supplementary data for all "Yes" answers in the space provided in accordance with the following instructions.

Item 1 - Provide the name of the governing body establishing the priority system and the priority rating assigned to this project.

Item 2 - Provide the name of the agency or board which issued the clearance and attach the documentation of status or approval

Item 3 - Attach the clearinghouse comments for the application in accordance with the instructions contained in Office of Management and Budget Circular No. A-95. If comments were submitted previously with a preapplication, do not submit them again but any additional comments received from the clearinghouse should be submitted with this application.

Item 4 - Furnish the name of the approving agency and the approval date.

Item 5 - Show whether the approved comprehensive plan is State, local, or regional, or if none of these, explain the scope of the plan. Give the location where the approved plan is available for examination and state whether this project is in conformance with the plan.

Item 6 - Show the Federal population residing or working on the federal installation who will benefit from this project.

Item 7 - Show the percentage of the project work that will be conducted on federally-owned or leased land. Give the name of the Federal installation and its location.

Item 8 - Briefly describe the possible beneficial and/or harmful impact on the environment because of the proposed project. If an adverse environment impact is anticipated, explain what action will be taken to minimize the impact. Federal agencies will provide separate instructions if additional data is needed.

Item 9 - State the number of individuals, families, businesses, or farms this project will displace. Federal agencies will provide separate instructions if additional data is needed.

Item 10 - Show the Federal Domestic Assistance Catalog number, the program name, the type of assistance, the status and amount of each project where there is related previous, pending, or anticipated assistance. Use additional sheets, if needed

Paperwork Reduction Act Statement: The information collected on this form allows sponsors of public use airports or public agencies to apply for one or more projects in a form prescribed by the Secretary of Transportation.

Title 49, United States Code (U.S.C.), Section 47105, identifies the information required to apply for this program. The forms prescribed to meet this requirement are developed to provide a comprehensive format that allows sponsors to provide the data needed to evaluate the request for funds. The burden for each response is estimated to be 28 hours. Approved applications benefit the sponsor by providing Federal funding to protect the Federal interest in safety, efficiency, and utility of the Nation's airport system. No assurance of confidentiality can be given since these become public records. If you wish to make any comments concerning the accuracy of this burden estimate or any suggestions for reducing this burden, send to Federal Aviation Administration, ARP-10, 800 Independence AVE, SW, Washington, DC 20591. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number, which is 2120-0569 for this collection. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20

PART II - SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use. - The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The City of Hailey has established zoning ordinances that contain guidance for compatible land use planning in the vicinity of the airport. The Airport Master Plan was updated with recommended zoning guidelines.

2. Defaults. - The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The sponsor is not in default.

3. Possible Disabilities. - There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of Part V of this Application, either by limiting its legal or financial ability or otherwise, except as follows:

None

4. Consistency with Local Plans. - The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The project is consistent with existing plans.

5. Consideration of Local Interest - It has given fair consideration to the interest of communities in or near where the project may be located.

The project has considered the interest of the communities.

6. Consultation with Users. In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport which project is proposed.

Consultation with users has been undertaken.

7. Public Hearings. - In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards. - In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

N/A

PART II - SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

No exclusive rights have been or will be granted.

10. Land. – (a) The sponsor holds the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

The airport owns in fee simple all properties to be used or developed in connection with the Airport Improvement Program.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land* on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

No acquisition of land is needed for this project as all land is owned by the sponsor. No exceptions, encumbrances and adverse interests are applicable.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A"

No acquisition of land is needed for this project as all land is owned by the sponsor. No exceptions, encumbrances and adverse interests are applicable.

**State character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.*

PART III - BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**

1. Federal Domestic Assistance Catalog No.20-106

2. Functional or Other BreakoutAIP

SECTION B -CALCULATION OF FEDERAL GRANT

| Cost Classification | Use only for revisions | | Total Amount Required |
|--|------------------------|---------------------|-----------------------|
| | Latest Approved Amount | Adjustment + or (-) | |
| 1. Administration expense | \$ | \$ | \$ 24,000 |
| 2. Preliminary expense | | | |
| 3. Land, structures, right-of-way | | | 1,800,000 |
| 4. Architectural engineering basic fees- | | | 1,815,000 |
| 5. Other Architectural engineering fees | | | 76,000 |
| 6. Project inspection fees- | | | 1,415,000 |
| 7. Land development | | | |
| 8. Relocation Expenses | | | |
| 9. Relocation payments to Individuals and Businesses | | | |
| 10. Demolition and removal | | | |
| 11. Construction and project improvement | | | 18,874,000 |
| 12. Equipment | | | |
| 13. Miscellaneous | | | |
| 14. Total (Lines 1 through 13) | | | 24,004,000 |
| 15. Estimated Income (if applicable) | | | |
| 16. Net Project Amount (Line 14 minus 15) | | | |
| 17. Less: Ineligible Exclusions | | | |
| 18. Add: Contingencies | | | |
| 19. Total Project Amt. (Excluding Rehabilitation Grants) | | | \$ 24,004,000 |
| 20. Federal Share requested of Line 19 | | | \$ 22,503,750 |
| 21. Add Rehabilitation Grants Requested (100 Percent) | | | |
| 22. Total Federal grant requested (lines 20 & 21) | | | \$ 22,503,750 |
| 23. Grantee share | | | \$1,500,250 |
| 24. Other shares | | | |
| 25. Total Project (Lines 22, 23 & 24) | \$ | \$ | \$ 24,004,000 |

INSTRUCTIONS
PART III
SECTION A. GENERAL

1. Show the Federal Domestic Assistance Catalog Number from which the assistance is requested. When more than one program or Catalog Number is involved and the amount cannot be distributed to the Federal grant program or catalog number on an over-all percentage basis, prepare a separate set of Part III forms for each program or Catalog Number.

However, show the total amounts for all programs in Section B of the *basic* application form.

2. Show the functional or other categorical breakouts, if required by the Federal grantor agency. Prepare a separate set of Part III forms for each category.

SECTION B. CALCULATION OF FEDERAL GRANT

When applying for a new grant, use the Total Amount Column only. When requesting revisions of previously awarded amounts, use all columns.

Line 1 - Enter amounts needed for administration expenses including such items as travel, legal fees, rental of vehicles and any other expense items expected to be incurred to administer the grant. Include the amount of interest expense when authorized by program legislation and also show this amount under Section E Remarks.

Line 2 - Enter amounts pertaining to the work of locating and designing, making surveys and maps, sinking test holes, and all other work required prior to actual construction.

Line 3 - Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.

Line 4 - Enter basic fees for architectural engineering services.

Line 5 - Enter amounts for other architectural engineering services, such as surveys, tests, and borings.

Line 6 - Enter fees for inspection and audit of construction and related programs.

Line 7 - Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.

Line 8 - Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.

Line 9 - Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.

Line 10 - Enter the gross salaries and wages of employees of the grantee who will be directly engaged in performing demolition or removal of structures from developed land. This line should show also the cost of demolition or removal of improvements on developed land under a third party contract. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.

Line 11 - Enter amounts for the actual construction of, addition to, or restoration of a facility. Also, include in this category the amounts of project improvements such as sewers, streets, landscaping, and lighting.

Line 12 - Enter amounts for equipment both fixed and movable exclusive of equipment used in construction. For example, include amounts for permanently attached laboratory tables, built-in audio visual systems, movable desks, chairs, and laboratory equipment.

Line 13 - Enter amounts for items not specifically mentioned above.

Line 14 - Enter the sum of Lines 1-13.

Line 15 - Enter the estimated amount of program income that will be earned during the grant period and applied to the program.

Line 16 - Enter the difference between the amount on Line 14 and the estimated income shown on Line 15.

Line 17 - Enter the amounts for those items, which are a part of the project but not subject to Federal participation (See Section C, Line 26g, Column (1)).

Line 18 - Enter the estimated amount for contingencies. Compute this amount as follows. Subtract from the net project amount shown on Line 16 the ineligible project exclusions shown on Line 17 and the amount, which is excluded from the contingency provisions shown in Section C, Line 26g, Column (2). Multiply the computed amount by the percentage factor allowed by the grantor agency in accordance with the Federal program guidance. For those grants, which provide for a fixed dollar allowance in lieu of a percentage allowance, enter the dollar amount of this allowance.

Line 19 - Show the total amount of Lines 16, 17, and 18. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)

Line 20 - Show the amount of Federal funds requested exclusive of funds for rehabilitation purposes.

Line 21 - Enter the estimated amounts needed for rehabilitation expense if rehabilitation grants to individuals are made for which grantees are reimbursed 100 percent by the Federal grantor agency in accordance with program legislation. If the grantee shares in part of this expense, show the total amount on Line 13 instead of on Line 21 and explain in Section E.

Line 22 - Show the total amount of the Federal grant requested.

Line 23 - Show the amount from Section D, Line 27h.

Line 24 - Show the amount from Section D, Line 28c.

SECTION C - EXCLUSIONS

| Classification | Ineligible for Participation (1) | Excluded From Contingency Provision (2) |
|------------------|-------------------------------------|--|
| a. | \$ | \$ |
| b. | | |
| c. | | |
| d. | | |
| e. | | |
| f. | | |
| g. Totals | \$ | \$ |

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

| | |
|----------------------------------|--------------|
| 27. Grantee Share | \$ |
| a. Securities | |
| b. Mortgages | |
| c. Appropriations (By Applicant) | \$ 1,500,250 |
| d. Bonds | |
| e. Tax Levies | |
| f. Non Cash | |
| g. Other (Explain) | |
| h. TOTAL - Grantee share | \$ 1,500,250 |
| 28. Other Shares | \$ |
| a. State | |
| b. Other | |
| c. Total Other Shares | |
| 29. TOTAL | \$ 1,500,250 |

SECTION E - REMARKS

- Exhibit A Property Map incorporated by reference.
- Plans and specifications for Runway Safety Area Improvements, Project 2, dated March 2014 are incorporated by reference.
- Plans and specifications for Runway Safety Area Improvements, Projects 3, 4 and 5, dated TBD are incorporated by reference.

PART IV PROGRAM NARRATIVE (Attach - See Instructions)

INSTRUCTIONS
PART III
SECTION C. EXCLUSIONS

Line 26 a-g - Identify and list those costs in Column (1), which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

Show in Column (2) those project costs that are subject to Federal participation but are not eligible for inclusion in the amount used to compute contingency amounts as provided in the Federal grantor agency instructions.

SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

Line 27 a-g - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

Line 27h - Show the total of Lines 27 a-g. This amount must equal the amount shown in Section B, Line 23.

Line 28a - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash contribution, explain what the contribution will consist of under Section E Remarks.

Line 28b - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E Remarks.

Line 28c - Show the total of Lines 28a and 28b. This amount must be the same as the amount shown in Section B, Line 24.

Line 29 - Enter the totals of Line 27h and 28c.

SECTION E. OTHER REMARKS

Make any remarks pertinent to the project and provide any other information required by these instructions or the grantor agency. Attach additional sheets, if necessary.

PART IV
PROGRAM NARRATIVE
(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT : RSA Improvements Phase 2 - Relocate southern portion of Taxiway B; Extend Taxiway B to the south end of Runway 13-31; Remove southern portion of Taxiway A; Runway Safety Area grading and drainage improvements; Airfield lighting relocations; Relocate Automated Weather Observation System; Relocate utilities, including power supply to Precision Approach Path Indicator; Relocate perimeter fencing; Reconfigure/expand terminal building; Reconstruct terminal aircraft parking apron; Relocate (construct new) ARFF/SRE building; Acquire hangars and helitack facility; Construct north hangar taxilane; Reconfigure north hangar access road; Construct north apron.

AIRPORT : Friedman Memorial Airport

1. Objective:

The objective of this project is to complete the second of three phases to provide a compliant Runway Safety Area (RSA) at the airport. This will be done by relocating the southern portion of Taxiway B to a runway-taxiway separation of 320' and extending that taxiway to the south end of Runway 13-31. In order to relocate and extend the taxiway, the airport's AWOS must be relocated, along with airfield lighting and utilities. Utility relocations include relocation of the power supply for the airport's PAPI units, which will require a Reimbursable Agreement with FAA. On the east side of the airfield, Taxiway A must be removed. Following the relocation of Taxiway B and removal of Taxiway A, the Runway Safety Area in this area will be re-graded and the storm drainage system modified. Portions of the perimeter fence will also need to be relocated, in association with these efforts.

Taxiway B will be relocated to a 320' runway-taxiway separation along the remainder of its length in 2015. In order to accommodate that, various improvements on the northern portion of the airport are necessary. These include relocating terminal aircraft parking to the north side of the building, which requires reconstruction of the apron north of the terminal, along with expansion and reconfiguration of the terminal itself to safely and efficiently move passengers to the new aircraft parking area. Additionally, the airport's ARFF/SRE building will need to be relocated and a new building will be constructed to house these functions. Finally, several hangars and an existing US Forest Service must be acquired and demolished. Acquisition of these facilities will be included in this project, though demolition will be done under a separate grant. In order to accommodate construction of hangars to replace those acquired, a new taxilane must be constructed, with reconfiguration of an associated road to provide access to the new hangar sites. A new apron in that area will also be required, and design and initial construction of that apron will be included in this effort.

2. Benefits Anticipated:

By Congressional mandate, all commercial service airports must have compliant Runway Safety Areas by December 31, 2015. This project represents a significant step toward meeting this mandate. It will greatly improve the overall safety of the airfield.

3. Approach : *(See approved Scope of Work in Final Application)*

This is the second phase of a multi-year, multi-phased approach to address the existing Runway Safety Area deficiency at the airport. The work described will be completed in a four separate construction projects: Taxiway relocation and RSA grading; Terminal reconfiguration/expansion; ARFF/SRE building construction; Terminal apron reconstruction; site preparation for the terminal and ARFF/SRE buildings; and construction of the hangar taxilane and apron site preparation. Facility acquisition will be completed in a separate process, in accordance with FAA guidelines. Design of these projects will be completed in 2014 and construction will be completed in 2014 and 2015. Further projects necessary to bring the airport's Runway Safety Area into compliance will be completed in subsequent years.

4. Geographic Location:

Friedman Memorial Airport is located at the south end of the City of Hailey, adjacent to and on the west side of State Highway 75, in the center portion of Blaine County, Idaho. More specifically, the airport's location is described as 43° 30' 23" N Latitude, 114° 18' 2" W Longitude.

5. If Applicable, Provide Additional Information:

N/A

6. Sponsor's Representative: *(include address & telephone number)*

Mr. Rick Baird, Airport Manager
1616 Airport Way/P.O. Box 929
Hailey, Idaho 83333
(208) 788-9003

INSTRUCTIONS

PART IV

PROGRAM NARRATIVE

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

1. OBJECTIVES AND NEED FOR THIS ASSISTANCE.

Pinpoint any relevant physical, economic, social, financial, institutional, or other problems requiring a solution.

Demonstrate the need for assistance and state the principal and subordinate objectives of the project. Supporting documentation or other testimonies from concerned interests other than the applicant may be used. Any relevant data based on planning studies should be included or footnoted.

2. RESULTS OR BENEFITS EXPECTED.

Identify results and benefits to be derived. For example, include a description of who will occupy the facility and show how the facility will be used. For land acquisition or development projects, explain how the project will benefit the public.

3. APPROACH

a. Outline a plan of action pertaining to the scope and detail of how the proposed work will be accomplished for each grant program. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as design or technological innovations, reductions in cost or time, or extraordinary social and community involvements.

b. Provide each grant program monthly or quarterly quantitative projections of the accomplishments to be achieved, if possible. When accomplishments cannot be quantified, list the activities in chronological order to show the schedule of accomplishments and their target dates.

c. Identify the kinds of data to be collected and maintained, and discuss the criteria to be used to evaluate the results and success of the project. Explain the methodology that will be used to determine if the needs identified and discussed are

being met and if the results and benefits identified in Item 2 are being achieved.

d. List each organization, cooperator, consultant, or other key individuals who will work on the project along with a short description of the nature of their effort or contribution.

4. GEOGRAPHIC LOCATION.

Give a precise location of the project and area to be served by the proposed project. Maps or other graphic aids may be attached.

5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:

a. Describe the relationship between this project and other work planned, anticipated, or underway under the Federal Assistance listed under Part II, Section A, Item 10.

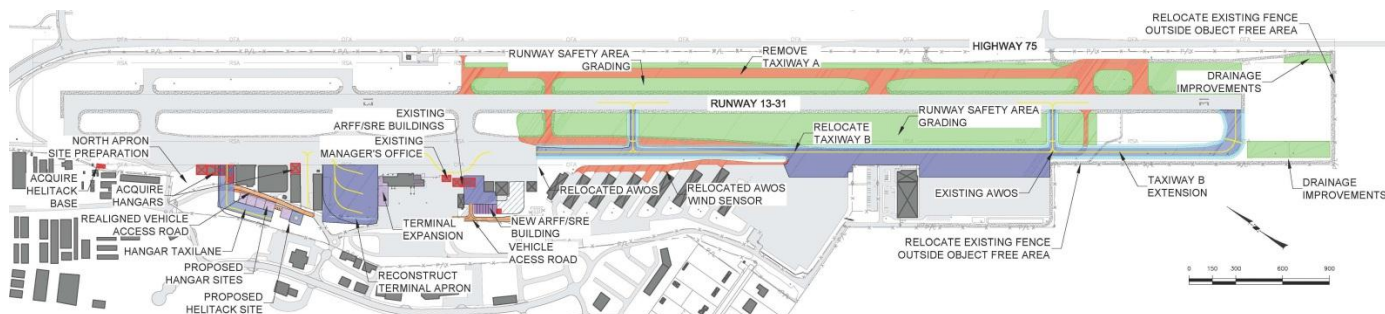
b. Explain the reason for all requests for supplemental assistance and justify the need for additional funding.

c. Discuss accomplishments to date and list in chronological order a schedule of accomplishments, progress, or milestones anticipated with the new funding re-request. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope or objectives have changed or an extension of time is necessary, explain the circumstances and justify. If the total budget has been exceeded or if individual budget items have changed more than the prescribed limits contained in Attachment K, Office of Management and Budget Circular No. A-102, explain and justify the change and its effect on the project.

CIP/PREAPPLICATION DATA SHEET

AIRPORT: Friedman Memorial LOCAL PRIORITY: 1 UPDATED: 3/5/2014
WORK ITEM: RSA Improvements Phase 2

SKETCH:



JUSTIFICATION: The airport does not meet current FAA design standards. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Airport Reference Code for the airport is C-III. Due to the geometry of the existing site, the airport does not meet standards for several criteria, most critically the Runway Safety Area. The existing airport runway and taxiways are constrained on all sides. This project will be the second of three phases to correct the design deficiencies to the extent practicable, in accordance with approved Modifications of Standards in place for the airport. The project includes: relocating a portion of Taxiway B; removing Taxiway A; improving the RSA; relocating airfield lighting, AWOS and utilities; relocating perimeter fencing; reconfiguring and expanding the terminal; relocating (constructing new) ARFF/SRE building; acquiring hangars; constructing a north hangar taxilane and associated access road.

SPONSOR

SIGNATURE: _____ DATE: _____

COST ESTIMATE: \$ _____ Item (Planning/Project Formulation) _____

| | | | | | | | |
|-----------------|--------------|---|------------------|---------------|---|--------|---------------|
| ADMINISTRATION: | \$ 24,000 | 1 | Structures | \$ 1,800,000 | 4 | | \$ |
| ENGINEERING: | \$ 1,815,000 | 2 | Const. | \$ 18,874,000 | 5 | | \$ |
| INSPECTION: | \$ 1,415,000 | 3 | Reimb. Agreement | \$ 76,000 | | TOTAL: | \$ 24,004,000 |

ADO USE:

PREAPP NO: _____ GRANT NO: _____ NPIAS CODE: _____ WORK CODE: _____ FAA PRIOR: _____ FED \$ _____



**FAA
Airports**

Grant Assurances Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.
2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.** The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.** Unless otherwise specified in this grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project.

C. **Sponsor Certification.** The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act – 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.^{1 2}
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).¹
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.¹
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
- o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- q. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.¹
- r. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.¹
- s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- t. Copeland Anti kickback Act - 18 U.S.C. 874.1
- u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

Executive Order 11246 - Equal Employment Opportunity¹
Executive Order 11990 - Protection of Wetlands
Executive Order 11998 – Flood Plain Management
Executive Order 12372 - Intergovernmental Review of Federal Programs
Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New
Building Construction¹
Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
- b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- c. 14 CFR Part 150 - Airport noise compatibility planning.
- d. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- i. 49 CFR Part 20 - New restrictions on lobbying.
- j. 49 CFR Part 21 - Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- k. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.
- l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.^{1 2}
- m. 49 CFR Part 26 – Participation By Disadvantaged Business Enterprises in Department of Transportation Programs.
- n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefiting from Federal financial assistance.¹
- o. 49 CFR Part 29 – Government wide debarment and suspension (nonprocurement) and government wide requirements for drug-free workplace (grants).
- p. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

- q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.¹

Office of Management and Budget Circulars

- a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
- b. A-133 - Audits of States, Local Governments, and Non-Profit Organizations

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

2. Responsibility and Authority of the Sponsor.

- a. **Public Agency Sponsor:** It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.
- b. **Private Sponsor:** It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability. It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.
- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure

that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.

- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. **Consistency with Local Plans.** The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.
7. **Consideration of Local Interest.** It has given fair consideration to the interest of communities in or near where the project may be located.
8. **Consultation with Users.** In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.
9. **Public Hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.
10. **Air and Water Quality Standards.** In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.
11. **Pavement Preventive Maintenance.** With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport,

it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

- 12. Terminal Development Prerequisites.** For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.
- 13. Accounting System, Audit, and Record Keeping Requirements.**

 - a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
 - b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.
- 14. Minimum Wage Rates.** It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.
- 15. Veteran's Preference.** It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam

era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

- 16. Conformity to Plans and Specifications.** It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.
- 17. Construction Inspection and Approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.
- 18. Planning Projects.** In carrying out planning projects:

 - a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
 - b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
 - c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
 - d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
 - e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
 - f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
 - g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
 - h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of

this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-
 - 1) Operating the airport's aeronautical facilities whenever required;
 - 2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation. It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use. It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-
 - 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non tenants and signatory carriers and non signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights. It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure. It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the

airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

- 1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 - 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 - 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections. It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports

available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft. It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities. It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such

purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and (4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

- 30. Civil Rights.** It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program, except where Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon in which case the assurance obligates the sponsor or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or

(b) the period during which the sponsor retains ownership or possession of the property.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue

from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

- d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

- 32. **Engineering and Design Services.** It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement **prescribed** for or by the sponsor of the airport.
- 33. **Foreign Market Restrictions.** It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.
- 34. **Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated _____ (the latest approved version as of this grant offer) and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.
- 35. **Relocation and Real Property Acquisition.** (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.
- 36. **Access By Intercity Buses.** The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to

have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

- 37. Disadvantaged Business Enterprises.** The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801).
- 38. Hangar Construction.** If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.
- 39. Competitive Access.**
- a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
 - 1) Describes the requests;
 - 2) Provides an explanation as to why the requests could not be accommodated; and
 - 3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.
 - b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.



FAA Airports

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 4/16/2013

View the most current versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars

| NUMBER | TITLE |
|--------------------------|--|
| 70/7460-1K | Obstruction Marking and Lighting |
| 150/5020-1 | Noise Control and Compatibility Planning for Airports |
| 150/5070-6B Change 1 | Airport Master Plans |
| 150/5070-7 | The Airport System Planning Process |
| 150/5100-13B | Development of State Standards for Nonprimary Airports |
| 150/5200-28D | Notices to Airmen (NOTAMS) for Airport Operators |
| 150/5200-30C | Airport Winter Safety And Operations |
| 150/5200-31C Change 2 | Airport Emergency Plan |
| 150/5210-5D | Painting, Marking, and Lighting of Vehicles Used on an Airport |
| 150/5210-7D | Aircraft Rescue and Fire Fighting Communications |
| 150/5210-13C | Airport Water Rescue Plans and Equipment |
| 150/5210-14B | Aircraft Rescue Fire Fighting Equipment, Tools and Clothing |
| 150/5210-15A | Aircraft Rescue and Firefighting Station Building Design |
| 150/5210-18A | Systems for Interactive Training of Airport Personnel |

| NUMBER | TITLE |
|-------------------------|--|
| 150/5210-19A | Driver's Enhanced Vision System (DEVS) Ground Vehicle Operations on Airports |
| 150/5220-10E | Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles |
| 150/5220-16D | Automated Weather Observing Systems (AWOS) for Non-Federal Applications |
| 150/5220-17B | Aircraft Rescue and Fire Fighting (ARFF) Training Facilities |
| 150/5220-18A | Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials |
| 150/5220-20 Change 1 | Airport Snow and Ice Control Equipment |
| 150/5220-21C | Aircraft Boarding Equipment |
| 150/5220-22B | Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns |
| 150/5220-23 | Frangible Connections |
| 150/5220-24 | Foreign Object Debris Detection Equipment |
| 150/5220-25 | Airport Avian Radar Systems |
| 150/5220-26 | Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment |
| 150/5300-7B | FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes |
| 150/5300-13A | Airport Design |
| 150/5300-14B | Design of Aircraft Deicing Facilities |
| 150/5300-16A | General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey |
| 150/5300-17C | Standards for Using Remote Sensing Technologies in Airport Surveys |
| 150/5300-18B | General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards |
| 150/5320-5C Change 1 | Surface Drainage Design |
| 150/5320-6E | Airport Pavement Design and Evaluation |

| NUMBER | TITLE |
|------------------------------|---|
| 150/5320-12C Changes 1- 8 | Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces |
| 150/5320-15A | Management of Airport Industrial Waste |
| 150/5325-4B | Runway Length Requirements for Airport Design |
| 150/5335-5B | Standardized Method of Reporting Airport Pavement Strength - PCN |
| 150/5340-1K Change 1 | Standards for Airport Markings |
| 150/5340-5C | Segmented Circle Airport Marker System |
| 150/5340-18F | Standards for Airport Sign Systems |
| 150/5340-30G | Design and Installation Details for Airport Visual Aids |
| 150/5345-3G | Specification for L-821, Panels for the Control of Airport Lighting |
| 150/5345-5B | Circuit Selector Switch |
| 150/5345-7E | Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits |
| 150/5345-10G | Specification for Constant Current Regulators and Regulator Monitors |
| 150/5345-12F | Specification for Airport and Heliport Beacons |
| 150/5345-13B | Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits |
| 150/5345-26D | FAA Specification For L-823 Plug and Receptacle, Cable Connectors |
| 150/5345-27D | Specification for Wind Cone Assemblies |
| 150/5345-28G | Precision Approach Path Indicator (PAPI) Systems |
| 150/5345-39D | Specification for L-853, Runway and Taxiway Retro reflective Markers |
| 150/5345-42G | Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories |
| 150/5345-43G | Specification for Obstruction Lighting Equipment |
| 150/5345-44J | Specification for Runway and Taxiway Signs |
| 150/5345-45C | Low-Impact Resistant (LIR) Structures |

| NUMBER | TITLE |
|-------------------------|--|
| 150/5345-46D | Specification for Runway and Taxiway Light Fixtures |
| 150/5345-47C | Specification for Series to Series Isolation Transformers for Airport Lighting Systems |
| 150/5345-49C | Specification L-854, Radio Control Equipment |
| 150/5345-50B | Specification for Portable Runway and Taxiway Lights |
| 150/5345-51B | Specification for Discharge-Type Flashing Light Equipment |
| 150/5345-52A | Generic Visual Glideslope Indicators (GVGI) |
| 150/5345-53D | Airport Lighting Equipment Certification Program |
| 150/5345-54B | Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems |
| 150/5345-55A | Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure |
| 150/5345-56B | Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS) |
| 150/5360-12E | Airport Signing and Graphics |
| 150/5360-13 Change 1 | Planning and Design Guidelines for Airport Terminal Facilities |
| 150/5360-14 | Access to Airports By Individuals With Disabilities |
| 150/5370-2F | Operational Safety on Airports During Construction |
| 150/5370-10F | Standards for Specifying Construction of Airports |
| 150/5370-11B | Use of Nondestructive Testing in the Evaluation of Airport Pavements |
| 150/5370-13A | Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt |
| 150/5370-15B | Airside Applications for Artificial Turf |
| 150/5370-16 | Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements |
| 150/5370-17 | Airside Use of Heated Pavement Systems |
| 150/5380-6B | Guidelines and Procedures for Maintenance of Airport Pavements |
| 150/5390-2C | Heliport Design |

| NUMBER | TITLE |
|------------|----------------|
| 150/5395-1 | Seaplane Bases |

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 4/16/2013

| NUMBER | TITLE |
|------------------------------|--|
| 150/5100-14D | Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects |
| 150/5100-17 Changes 1 - 6 | Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects |
| 150/5300-9B | Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects |
| 150/5300-15A | Use of Value Engineering for Engineering Design of Airports Grant Projects |
| 150/5320-17 | Airfield Pavement Surface Evaluation and Rating (PASER) Manuals |
| 150/5370-6D Changes 1 - 4 | Construction Progress and Inspection Report – Airport Grant Program |
| 150/5370-12A | Quality Control of Construction for Airport Grant Projects |
| 150/5380-7A | Airport Pavement Management Program |

STANDARD DOT TITLE VI ASSURANCES

City of Hailey and Blaine County (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the Sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Section 21.23(a) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.
3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:
 - (a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this project; and
 - (b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.
6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Sponsor or any transferee for the longer of the following periods:
 - (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - (b) the period during which the Sponsor retains ownership or possession of the property.
7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES *(Continued)*

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the Sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED _____

City of Hailey and Blaine County
(Sponsor)

(Signature of Authorized Official)

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations. The contractor shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. the contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or lease of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contract is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interest of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.
2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

**REQUIRED STATEMENTS
AIRPORT IMPROVEMENT PROGRAM PROJECTS**

AIRPORT: Friedman Memorial Airport

LOCATION: Hailey, Idaho

AIP PROJECT NO.: 3-16-0018-040

STATEMENTS APPLICABLE TO THIS PROJECT A, B, C and D

- ☒ a. **INTEREST OF NEIGHBORING COMMUNITIES:** In formulating this project, consideration has been given to the interest of communities that are near (Exact name of airport) Friedman Memorial Airport.
- ☒ b. **THE DEVELOPMENT PROPOSED IN THIS PROJECT** will not require the use of publicly owned land from a public park, recreation area, wildlife and fowl refuge, or a historical site under Federal, State, or Local jurisdiction.
- ☒ c. **FBO COORDINATION:** The airport development proposed in this project has been coordinated with the Fixed Base Operator(s) utilizing (Exact name of airport) Friedman Memorial Airport, and they have been informed regarding the scope and nature of this project.
- ☒ d. **THE PROPOSED PROJECT IS CONSISTENT** with existing approved plans for the area surrounding the airport.

The above statements have been duly considered and are applicable to this project. (Provide comment for any statement not checked).

BY: _____ **DATE:** _____

TITLE: Airport Manager

SPONSORING AGENCY: City of Hailey and Blaine County

NOTE: Where opposition is stated to an airport development project, whether expressly or by proposed revision, the following specific information concerning the opposition to the project must be furnished.

- a. Identification of the Federal, state, or local governmental agency, or the person or persons opposing the project; **N/A**
- b. The nature and basis of opposition; **N/A**
- c. Sponsor's plan to accommodate or otherwise satisfy the opposition; **N/A**
- d. Whether an opportunity for a hearing was afforded, and if a hearing was held, an analysis of the facts developed at the hearing as they relate to the social, economic, and environmental aspects of the proposed project and its consistency with the goals and objectives of such urban planning as has been carried out by the community. **N/A**
- e. If the opponents proposed any alternatives, what these alternatives were and the reason for nonacceptance; **N/A**
- f. Sponsor's plans, if any, to minimize any adverse effects of the project; **N/A**
- g. Benefits to be gained by the proposed development; and **N/A**
- h. Any other pertinent information which would be of assistance in determining whether to proceed with the project. **N/A**

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal Grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL "Disclosure of Lobby Activities", in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signed _____ Date _____
Sponsor's Authorized Representative

Title _____
Airport Manager

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
DRUG-FREE WORKPLACE**

City of Hailey & Blaine County

Friedman Memorial Airport

3-16-0018-040

(Sponsor)

(Airport)

(Project Number)

RSA Improvements Phase 2 - Relocate southern portion of Taxiway B; Remove southern portion of Taxiway A; Runway Safety Area grading and drainage improvements; Airfield lighting relocations; Relocate Automated Weather Observation System; Relocate utilities, including power supply to Precision Approach Path Indicator; Relocate perimeter fencing; Reconfigure/expand terminal building; Reconstruct terminal aircraft parking apron; Relocate (construct new) ARFF/SRE building; Acquire hangars and helitack facility; Construct north hangar taxiway; Reconfigure north hangar access road. *(Work Description)*

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within Federal grant programs are described in Title 49, Code of Federal Regulations, Part 29. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

| | Yes | No | N/A |
|---|-------------------------------------|--------------------------|--------------------------|
| 1. A statement has been (will be) published notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. An ongoing drug-free awareness program has been (will be) established to inform employees about: | | | |
| a. The dangers of drug abuse in the workplace; | | | |
| b. The sponsor's policy of maintaining a drug-free workplace; | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Any available drug counseling, rehabilitation, and employee assistance programs; and | | | |
| d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace. | | | |
| 3. Each employee to be engaged in the performance of the work has been (will be) given a copy of the statement required within item 1 above. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Employees have been (will be) notified in the statement required by item 1 above that, as a condition employment under the grant, the employee will: | | | |
| a. Abide by the terms of the statement; and | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction. | | | |
| 5. The FAA will be notified in writing within ten calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title of the employee, to the FAA. Notices shall include the project number of each affected grant. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| 6. One of the following actions will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted: | | | |
| a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Require such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency. | | | |
| 7. A good faith effort will be made to continue to maintain a drug-free workplace through implementation of items 1 through 6 above. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

I have prepared documentation attached hereto with site(s) for performance of work (street address, city, county, state, zip code). There are no such workplaces that are not identified in the attachment. I have prepared additional documentation for any above items marked "no" and attached it hereto. I certify that, for the project identified herein, responses to the forgoing items are accurate as marked and attachments are correct and complete.

City of Hailey & Blaine County

(Name of Sponsor)

(Signature of Sponsor's Designated Official Representative)

Richard R Baird

(Typed Name of Sponsor's Designated Official Representative)

Airport Manager

(Typed Title of Sponsor's Designated Official Representative)

(Date)

TITLE VI PRE-AWARD SPONSOR CHECKLIST

Airport/Sponsor: City of Hailey & Blaine County

AIP #: 3-16-0018-040

Project Description(s): RSA Improvements Phase 2 - Relocate southern portion of Taxiway B; Remove southern portion of Taxiway A; Runway Safety Area grading and drainage improvements; Airfield lighting relocations; Relocate Automated Weather Observation System; Relocate utilities, including power supply to Precision Approach Path Indicator; Relocate perimeter fencing; Reconfigure/expand terminal building; Reconstruct terminal aircraft parking apron; Relocate (construct new) ARFF/SRE building; Acquire hangars; Construct north hangar taxiway; Reconfigure north hangar access road.

1) Please describe any of the following IF they apply to your project: Title VI issues raised at public hearing(s) and the conclusions made; EIS data concerning the race, color, or national origin of the affected community; steps taken or proposed to guard against unnecessary impact on persons on the basis of race, color or national origin.

☒ None

2) Please list any airport related Title VI lawsuits or complaints filed in the preceding year against the sponsor. Include a summary of the findings.

☒ None (If "None", continue with questions 3 and 4).

3) Please list any current applications for federal funding (other than FAA) of airport related projects which exceed the amount for this grant.

☒ None

4) Please list any airport related Title VI compliance review(s) received by the sponsor in the preceding two years. Include who conducted the review and any findings of noncompliance.

☒ None

To be completed by the Civil Rights Staff

Review completed and approved: _____
Signature

Date: _____

This checklist is only required for projects that involve one of the following: Environmental Assessment or Impact Statement (EIS); airport or runway relocation; major runway extension; relocation of any structure of person; or impact to access or preservation of any burial ceremonial or other sacred or historical structures or lands of any indigenous or ethnic population.

Return to: FAA, Civil Rights, Northwest Mountain Region; 1601 Lind Ave. SW; Renton, WA 98057-3356. FAX: (425) 227-1009 Phone (425) 227-2009



FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, January 16, 2014 8:00am, Friedman Memorial Airport

Board Members Present: Eric Seder, Dick Fenton, Jack Sibbach, Tim Silva, Arlene Schieven, Peter Scheurmier, Rick Baird, Wally Huffman, Michelle Griffith, Patrick Buchanan, Lisa Horowitz, Walt Denekas, Jacob Greenberg, Martha Burke, Deb Fox. **Staff:** Carol Waller.
Board Members Absent: Maurice Charlat, Baird Gourlay
Special Guest: Ketchum City Council member Anne Corrock

TOPIC DISCUSSED:

Consent Items:

- **Dec & Jan 7 Minutes:** Peter moved to approve, Tim seconded VOTE: All in favor
- **Dec FY13 YTD Financials & Payables:** Walt moved to approve, Walt seconded VOTE: All in favor
- 2014 Board meeting dates were provided

Reports:

Funding

- **FSVA City/County Updates:**
City of Sun Valley has approved FSVA FY14 Contract for Services with no repayment clause.
- **1% LOT/Air Service Board Update:**
 - **Air Service Board Members:** Nina Jonas is Ketchum rep; Larry Schoen is Blaine County rep, Fritz Haemmerle is Hailey rep; Dewayne Briscoe is Sun Valley rep
 - **First ASB organizational meeting will be Jan 23, 2-4pm, Hailey City Hall.** This will be a public meeting, agenda and packets will be sent in advance, FSVA & SVMA will give short presentations on their organizations/efforts, all FSVA board members encouraged to attend.
 - **Projected 1% LOT timeline:** Carol shared draft action plan/timeline that will be reviewed by ASB. It is anticipated that ASB would hear FY14 budget presentations from FSVA and SVMA in February.
 - It was suggested that a 'crib sheet' outlining key elements of JPA, ASB Bylaws, etc be compiled by FSVA

Programs/Fundraising

- **Realtors for Air:** 15 offices have signed on as 100% offices with \$52,000 committed to date. Carol is discussing future opportunities for the program with SVBR.
- **2013.14 Air Support Business Ski Pass Program:** \$166K in passes sold, budget was \$140K, last year was \$137K
- **Ski for Air Service Day:** Carol spent a great deal of time the past month getting all operational and marketing elements into place. Promotion was launched 1/15 for Ski Day on January 26, \$40 lift tickets will be sold via ski shop outlets in WRV, Idaho Falls, Twin Falls and Boise by FSVA courtesy of Sun Valley Resort, as a fundraiser for FSVA. Board members asked to help with raffle ticket sales on Jan 26; sign-up sheet was passed around

Air Service Initiatives/Research/Promotions:

Delta Airlines Inaugural RJ Flight Celebration: was held at FMA on Jan 6 – coordinated by Friedman Memorial Airport and Fly Sun Valley Alliance with assistance from Sun Valley Resort. Good turnout to welcome passengers on the first inbound DL regional jet flight, plus water cascade, ribbon cutting, cake, champagne, welcome gift bags. Delta regional manager was in attendance and was very impressed with our community's efforts and excitement about the new service. Carol & Jack took the DL rep to lunch at Roundhouse as she had never been to Sun Valley.

Booking Reports/Update:

- Winter booking update on LAX, SEA, SFO was presented/reviewed. Recent January AS fare sale generated strong increase in bookings this past week. FSVA and FMA did joint campaign to promote the fare sale locally and in southern Idaho, SVMA and SVR also promoted to external markets. Winter bookings YTD still not as strong as we would like to see them, but lack of snow is likely having an impact.
- **New UA Local 10% Discount Program:** Carol continuing to promote and process requests; nearly 60 people have requested/received discount codes since Dec. It is one more way to encourage local people to fly SUN.

- **Winter Diversion Bussing update:** Carol has met with new Alaska/Horizon SUN station manager, and is trying to set up meeting with new SyWest SUN station manager to confirm bussing policy/procedures as there was some confusion on a few flights in December.

\$550K USDOT SCASDP – New service:

- FMAA has signed the grant which outlines \$500K in MRG support for new east coast connecting flight and \$210K in community marketing support (SVMA/SVR external marketing; FSVA/FMAA local marketing). Air service contract needs to be secured within 1 year and Marketing Plan presented within 6 months.
- FSVA/SVR expects to finalize air service contract with airlines and have new service announced soon.

SUN Airport Update: FMAA is continuing full speed ahead on its airport improvement program, estimated at \$35M, which will primarily be paid by FAA. Phase I is being implemented, Phase II will begin in April/May, airport will need to be closed for this work (April 28-May 22). Terminal addition, which will basically double the size of the terminal, will happen in fall, to be completed by December. These airport improvements will have an estimated \$210 economic stimulus for the WRV. Rick also reported that contract tower program would be funded for one year as part of the federal Omnibus budget bill. Rick noted that FMA is also putting about \$100K into marketing and other air service development activities (such as monthly fare monitoring) as a full partner in the collective community efforts to improve air service.

Air Service Marketing Update: SVC and SVMA winter marketing is underway, SVMA has put \$50K more into SFO market to help stimulate flight bookings; Jack has developed a new incentive promotion with United and ski.com – includes a \$200 rebate for air/lodging/lift package at Sun Valley Resort.

Research:

- **Winter Air Passenger Survey:** Carol reported that FSVA/FMAA winter air passenger survey is underway.

Monthly Directors Report: Provided for review.

2013 YTD SUN Enplanements & Seat Occupancy Reports: Provided for review

Respectfully Submitted, Carol Waller, FSVA Director

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Non-stop to DEN, LAX, SEA, SFO, SLC
ONE-STOP TO THE WORLD



DELTA

Beginning Feb 14 - March 31

3 flights a day to SLC

Daily year round regional jet service

Alaska Airlines

Daily SEA & LAX flights run through April 6
Flights restart for summer June 13

UNITED



Daily SFO flights run through March 30
SFO & new DEN flights start on July 2

SPECIAL NOTICE: Airport closure April 28 - May 22 for construction.
(Morning flight available April 28th — Afternoon flights available May 22nd)



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NON-STOP FLIGHTS TO SUN VALLEY (SUN)

Allegiant Air Los Angeles, Seattle – Sun Valley: summer/fall/winter
DELTA Salt Lake City – Sun Valley: year-round
UNITED Denver, San Francisco – Sun Valley: summer/fall/winter (*winter service TBA)

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THANKS TO OUR COMMUNITY AND SUN AIR TRAVELERS FOR SUPPORTING AIR SERVICE



SUN VALLEY
AIR SERVICE BOARD

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Monthly Report January 2014

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Monitored weekly booking reports for AS and UA winter flights; DL connectivity analysis, fare analysis, etc
- Worked with consultant on booking curve tracking, load factor/MRG analysis for winter flights
- Worked with consultant, others on analysis of east coast markets relative to USDOT grant for new connecting service; worked with research firm on compilation of visitor/2nd homeowner geo data from air pax surveys, skier surveys, BC non-resident property owners, web visits, etc, to identify top key eastern markets to target for marketing new service
- Promoted new January Alaska airfare deals via press release, social media, enews, local/regional ads
- Coordinated/ executed plans for DL inaugural RJ flight on Jan 6 with FMA/SkyWest/Delta
(press release, invites, eblast, signage, ribbon-cutting, DL representative hosting, etc.)
- Promoted/administered "United Locals Only Fare Discount" program, launched in Dec, processed 56 to date
(Admin involves provision of unique discount pin #s for local passengers, tracking, email confirmations, etc)
- Diversion bussing improvement efforts –followed up with airlines, bus company on passenger complaints, misinformation, etc.
- Ongoing communication/work with airlines, M&H consultant, FMA , customers, etc; attended meetings with stakeholders
- Provided information via FSVA Enews and ongoing social media postings; updated website content as needed

2. FUNDING

REALTORS FOR AIR PROGRAM Continued implementation of RFA FY14 which included: new materials, recognition ads, meetings, tracking of commitments and benefits follow-up, etc. **Results: 15 offices as 100% offices; \$52,000 committed**

BUSINESS SUPPORT SKI PASS PROGRAM **Results: \$166, 000 in passes sold. 17% higher than projected budget of \$140K**

SKI FOR AIR SERVICE DAY: Implemented operational and marketing plan, coordinated ticket sales with outlets, secured raffle prizes, handled all marketing/promotion, raffle ticket sales & après ski party at RR, final reconciliations, etc.

Results: Over \$23,000 net income through raffle & lift ticket sales.

CITY CONTRACTS: Attended meetings, secured final signed FY contracts with City of Ketchum and Sun Valley

1% LOT: Met with city/county staff on Air Service Board creation, developed timelines, made air service presentation to ASB, etc. Researched airline contract confidentiality issues.

▪ **BOARD/ADMIN BUSINESS**

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s) Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to Board for review/approval. Made deposits as needed.
- Prepared draft FY14 budget and FY15 projected budget, with 1% LOT additional income projections; revised as necessary
- Prepared Board orientation materials, press release/met with new board member Walt Denekas. Updated Board list for 2014.

4. RESEARCH/OTHER

- Continued winter 2013/14 air passenger survey collection at airport
- Continued work on compiling/tracking relevant comparative data and information of air service

FY14 KEY PERFORMANCE METRICS PROGRESS

- **RETAIN/EXPAND CURRENT AIR SERVICE:**
 - Retain contracted nonstop SEA,LAX, and new SFO flights; **DONE**
 - Expand seats by 10% (2,500) for SEA and LAX flights in 2014 calendar year, by extending flights in spring and fall. **DONE**
- **Total 2014 air service improvements YTD: 30% increase in seats 2014 vs 2013**
- **MINIMIZE AIR SERVICE CONTRACT COSTS:** Work with airlines & marketing partners to increase load factors & minimize air service costs
- **NEW AIR SERVICE:** Pursue at least one new non-stop market flight for 2014.15 **DONE**
- **RESEARCH:** Conduct 1000+ air passenger surveys at SUN; continue with competitive analysis, economic impact and air service ROI research.
- **FUNDRAISING:** Raise at least \$230K in private sector funding for air service contract expense by 9/30/14. **\$218K as of 1/31/2014**



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Thursday, Feb 20, 2014 8:00am – 10:00am

SUN VALLEY RESORT – COLUMBINE ROOM – SUN VALLEY INN

AGENDA:

1. Consent Items:

- Review/approval of Jan 20 Meeting Minutes (*attached*)
- Review/approval of January financials & payables (*attached*)
- 2014 Board meeting dates (all 3rd Thursdays except*): **March 13***, April 17, May 15, **June 12***, July 17, Aug 21, Sept 18, Oct 16, Nov 20, Dec 18

2. Reports:

- Air Service Board:
 - ASB meeting: Feb 13 recap – next mtg is March 12, 2-4pm at Ketchum City Hall
- Ski for Air Service Day: **Sunday, January 26, 2014**
 - Net income of \$23,247; (2013 was \$35,513). Sold less lift and raffle tickets
 - Thanks to SVR and all FSVA board members who helped with raffle prizes (Wyndham Vacation Rentals) and raffle ticket sales (Eric, Jacob, Patrick, Deb).

3. Air Service Initiatives/Research/Promotion

- **New United Denver service inked and announced!**
- Meetings with UA and AS in March
- Winter YTD booking report summary for AS and UA flights (*attached*);
- Winter diversion busing/flight issues/update – Carol
- Local Air Marketing: ads, poster at airport – Carol (*attached*)
- Air Service Marketing update – Jack/Arlene
- Airport update – Rick
- Research – winter air passenger surveys underway
- Other

Other attachments:

- *January FSVA Report*
- *2013 YTD SUN Enplanement & Seat Occupancy Report (to be distributed)*